

WEBER PLANOS

Artistic in finish, and combine

perfection of touch with

unequalled quality of tone.

SPECIALLY MANUFACTURED FOR THIS CLIMATE.

CASH OR EASY TERMS.

MOUTRIE'S

SOLE AGENTS.

[28-1]



DRESSING GOWNS

Warm, comfy gowns for lounge wear, made of "Vivella" or "Jaeger" Wool and Camelhair. In attractive designs and moderately priced.

NEW AUTUMN AND WINTER GOODS NOW SHOWING

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

10, DES VUEX ROAD Telephone 29.

THE FREEDOM OF THE PRESS

COMMENT ON THE RECENT PENANG CONTEMPT CASE

Dealing editorially with the proceedings of the case in which Mr. H. Welham and the Directors of the Straits Echo Press Co., Ltd., were called before Mr. Justice Woodward and Mr. Justice Sproule to show cause why they should not be summoned for contempt of court, as a result of an article on the salaries paid to members of the Colonial Judiciary, the Straits Times says:—

We extremely regret the prosecution for contempt of court which has just taken place at Penang. It seems to us—and we speak with the fullest possible respect for the whole judicial body in Malaya—to be a very imprudent exercise of the somewhat arbitrary authority vested in the judges. It is, right, and most necessary that our courts should be armed with the greatest possible powers for the safeguarding of justice against improper interference, and for the prompt punishment of any insults offered to a court, or to an individual judge when acting in his judicial capacity. But we have read, with full knowledge of all the facts, the comment made by Mr. Welham, of the Straits Echo, and we venture to say that there is in that comment no contempt in the sense in which the term is understood and interpreted by the greatest modern administrators of the laws of England. No case before any court was prejudiced, no judge of any court was personally reviled and no court was treated with contempt. Mr. Welham wrote of the Malayan Judiciary as a whole and made two statements in regard to it (1) that "It is imperative to raise the salaries of the judges of the Supreme Court who at present receive a mere pittance, with the consequence that it is extremely difficult to obtain from outside men of ability for the Bench," and (2) that "To recover for the local Judiciary that precious independence of which—no doubt with the best intentions in the world—Sir John Anderson and Sir Arthur Young deprived it, is no doubt for the moment impossible." Is there justification for these statements? The judges of our Supreme Court discharge duties identical with those laid upon the judges of the King's Bench division in England. These judges receive a salary of £5,000 each. The salary of our Chief Justice is £2,000, raised by duty allowance to £2,350. The salary of our senior Puisne Judge is £1,300, raised to £1,600 by duty allowance, and the salary of an ordinary Puisne Judge is £1,200, raised to £1,400 by duty allowance. The salaries of County Court Judges in England, these judges receive less than those of our High Court Judges, are £1,500, and, practically without exception, salaries in the East are fixed higher than at home. Surely in the face of these simple facts it is legitimate for any man to hold and to express the view that the Malayan Judiciary is underpaid, and most assuredly it is a fact that it is extremely difficult to obtain from outside men of ability for the Bench. Then we turn to the second point. By the executive action of Sir John Anderson and Sir Arthur Young, an impression was created—we have met it many scores of times—that a judge who displeases the Government is liable to removal, though he may be able and faithful, and with full public approval discharging the duties of his office. We agree with Mr. Welham that Sir John Anderson and Sir Arthur Young acted "with the best intentions in the world." We would go farther and say that each conscientiously and courageously performed a painful duty, but the fact remains that an impression of dependence upon the favour of the Government was created, and that this is prejudicial to the dignity of the Bench. For many years, deploring old men have been tolerated as a necessary evil, and the great value was attached to making judicial appointments lifelong, so that the holder would remain independent of everyone, provided his personal conduct was above reproach. We claim a right, in the name of the public and in the name of the free British Press, to discuss freely the constitution of the judiciary, its size and its terms of service. We claim a right to argue that the system of promoting Civil Servants to the judicial bench is far less conducive to judicial efficiency than selection of men who have given their whole lives to the legal profession. One may say "once a Government servant, always a Government servant, and never a wholly independent judge," and though the argument and opinion may be capable of the most crushing refutation, it is privileged and it is not contempt as long as it is honest, and is expressed in terms of moderation.

The reason why we take this matter up is that the action of the court at Penang strikes a blow at the freedom of the Press. It practically amounts to this: that no public journalist can advocate judicial reforms without exposing himself to the risk of being summoned to appear before two or more judges on a charge of contempt. That is a precedent which Mr. Welham was summoned to submit his case to the Institute of Journalists for revision by the Privy Council, not only in his own interests but in the interests of his profession and of the public. References made by Mr. Justice Woodward to the case of Regina v. Gray. "We happen to know all the parties in that case intimately and it bears no comparison whatsoever to anything in this matter of the Penang Court case." It was a case in which the offender personally insulted a judge and fully recognized his own misdeed and threw himself upon the mercy of the court. That is totally different from a broad general reference to the judiciary, (Continued at foot of next column.)

GOVERNMENT SALARIES IN THE STRAITS.

THE STONE YIELDS A LITTLE MORE BLOOD.

In view of the recent granting of a war allowance to employees of the Hongkong Government, the following extract from the Straits Times of Oct. 30th will be interesting:—

"If a public educator wished to explain what is meant by the phrase 'drawing blood from a stone' he could not have a better illustration than the series of circulars issued by the Government of the Straits Settlements in reference to the pay of various classes in its service. The latest came out yesterday almost before the ink was dry on the article in which we dealt with the whole question, but lest we be suspected of claiming to have influenced the Government we hasten to explain that the latest circular is dated October 23rd. What has influenced it, no doubt, have been warnings of a very serious kind that the pay situation was becoming intolerable. We let the circular tell its own tale. It is a mitigation, but the cost of living has gone up a great deal more than even 20 per cent., and the salaries were meagre even before war conditions brought many of them down below starvation point. The stone will have to yield more blood before the need for amending it ceases. Here is the circular, or when several copies were forwarded to us anonymously:—

Circulars No. 20 of 1917 and No. 7 of 1918 are cancelled, as from July 1st, 1918, and following revised rules, made by His Excellency the Governor with the approval of the Secretary of State, relating to the payment of temporary war allowances to officers in receipt of monthly or annual salaries, are substituted.

2. An allowance of 20 per cent. on their salaries will be paid to officers on salaries of less than £200 per annum.

3. An allowance of 10 per cent. on their salaries, exclusive of duty allowance, will be paid to officers on salaries, including duty allowance, ranging from £200 to £400 per annum; provided that in no case shall the total emoluments of the officer, including the temporary allowance, be less than £360 per annum.

4. An allowance of 10 per cent. on their salaries, exclusive of duty allowance, will be paid to officers on salaries, including duty allowance, exceeding £400 and less than £600 per annum; provided that in no case shall the total emoluments of the officer, including duty allowance, be less than £460 per annum or more than £600 per annum.

5. An allowance of 10 per cent. will be added to all sums, not exceeding half their salaries, remitted through the Crown Agents by any officers to their dependants, provided that the amount of the family remittance to which the allowance applies shall in no case exceed £500 per annum.

6. In lieu of the allowances referred to in paragraphs 3 and 4 above, the following allowances will be paid, with effect from October 1st, 1918, on their salaries, including duty allowance, to officers on salaries of £300 per annum and over, including duty allowance, if any, in accordance with the following scale:—

Officers receiving:—
From £300 up to 15 per cent.; but not less than £360 per annum in all.

Over £300 and up to 12½ per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

Over £300 and up to 10 per cent.; but not less than £360 per annum in all.

FO CHOW'S TEA TRADE.

Reviewing the tea trade of Foochow for the current year, Mr. Albert W. Pontius, American Consul at Foochow, writes in Commerce Reports, Washington:—

The war and unsettled conditions in Russia continued to handicap Foochow's trade in black tea, a further decline in export shipments being experienced. At the commencement of the year the stocks of tea in demand in foreign markets were as follows:—Congou, 45,489 half-chests; souchong, 15,794 half-chests; colong, 5,815 half-chests; and pekoe, 824 chests. The business done up to the end of July has been almost entirely in old teas. When the new season opened in June the stocks of old tea had declined to souchong 10,000 half-chests, congou 23,000 half-chests, colong 4,900 half-chests, and pekoe 407 chests.

New teas first appeared early in June. Total stocks of new teas arriving to July 30th are:—Souchong, 1,300 half-chests; congou, 45,000 half-chests; and 3,000 chests of flowery pekoe. The valuable flowery pekoe was priced at Tls. 200 per chest, and the stocks were absolutely immovable at the opening of the market. Up to the latter part of July the only business done in new teas was several hundred chests of medium-grade flowery pekoe and 2,000 half-chests of congou for shipment to South America. The prices ruling for congou were Tls. 19 to Tls. 22—about Tls. 3 less than last year.

The market generally had not yet opened. About 4,000 half-chests of old-stock souchong had recently been purchased for shipment to France. New stocks show very few of the finest teas and the quality all around is inferior to last season. The tea trade here in black tea indicated that the second crop would be very small, with practically no third crop.

Shipments of black tea during the present year totalled 3,000,000 lbs., about half of which was consigned to Chinese ports. Shipments to the United States totalled 571,000 lbs., all old teas, and the present year marked the entry of a local Japanese firm in this branch of the local trade.

The trade in green tea was about the same as last year. Prices ruling ranged from Tls. 10 to Tls. 24 per picul, being somewhat lower than the figure of a year ago. All of the green tea is shipped to North China, ports after being scented with jasmine and chloranthus flowers. No figures were obtainable of the stocks of old green teas. The arrivals of new green teas to date totalled 50,000 piculs, of which amount 8,500 piculs had been shipped from the port.

THE INFLUENZA OUTBURST.

OFFICIAL STATEMENT AT SINGAPORE MUNICIPAL MEETING.

At a meeting of the Singapore Municipal Commissioners, on October 30th, the chief topic of discussion was the influenza epidemic.

The President said the influenza epidemic in Singapore had been serious and there were signs of it abating. They could congratulate themselves that it had not been so bad in Singapore as in some of the other towns in the Peninsula, but at the same time it was a regrettable fact that the death-rate last week rose to 65.11, which was appreciably higher than at the time he came here, when it reached a figure a little over 60.

Deaths from pneumonia last week amounted to 107 as against 47 for the previous week, which shows a very high rate. The average normally was 25 deaths from pneumonia. Most of the deaths appear to have occurred between the ages of 25 and 35.

Judging by the figures, the epidemic seems to have existed in Singapore for nearly three weeks, so far as they could tell from the data before them. The highest number of deaths in one day from pneumonia of various kinds was 83 whilst on Thursday it was 38.

With regard to precautions he sent out notices, after consulting the Health Officer, to the newspapers drawing the attention of the public to the need for taking care regarding the disease, and to notify them, if suffering from it, to isolate themselves as far as possible, also to undergo medical treatment and keep to their beds—advice which doctors generally gave in such matters. He also sent copies to the Chinese Chamber of Commerce asking them to take to similar action as they did in regard to the plague. They consented to do so and inserted the particulars in the Chinese newspapers. He had also communicated with the Chinese Protectorate.

The President said that he also gave instructions that the watering of the streets should be increased, so as to lay the dust which was always a source of danger in diseases like that and he also instructed the Health Officer to do all that he could to combat the disease. Personally he thought that everything reasonable had been done and he thought that, with a change of weather things would improve.

DRIVING U-BOATS OUT TO SEA.

Mr. Franklin Roosevelt, Assistant Secretary for the United States Navy, speaking on the progress of the fight against submarines, said the work which was being incessantly carried on was driving away the submarines from the coasts. The method employed had already given excellent results, and it was evident that, when the enemy submarines would no longer be able to attack transports at a given spot, that is to say, close to a port, because they would have been chased off to a distance of some hundreds of kilometres, their task would become much more difficult, since, instead of, in a sense, lying in wait, they would have to seek out their prey on unknown routes. "And when that time comes," added Mr. Roosevelt, "we shall be employing other means to render the task of the submarines still more difficult."—Reuter.

MILITARY SERVICE.

THE STRAITS GOVERNMENT'S SCALE OF SEPARATION ALLOWANCES.

In the Straits Government Gazette are published the following regulations made by the Governor-in-Council under the Military Service Ordinance, 1918, with respect to granting allowances, to the wives, children and dependants of men called out for active service beyond the Colony:

1. (1) Where a person called out for active service beyond the Colony under the Military Service Ordinance, 1918, is married, he may apply in writing to the Committee appointed by the Governor under these Regulations for a grant of a monthly subsistence allowance to his wife for the benefit of herself and children, if any. The application shall be in the Form A in the Schedule hereto.

(2) The Committee, after considering the application, may grant monthly subsistence allowances on the following scale:—

	Resident in the Colony or Malay Peninsula.
Wife not exceeding	\$330.00
Each son not over 16 years of age not exceeding	30.00
Each daughter not over 20 years of age not exceeding	30.00

Provided that the Committee will, in the event of their being equally divided on the question of making a grant or of the amount of the grant, report to the Governor-in-Council, who will decide the question.

2. If the wife and children of any such man leave the Colony or Malay Peninsula in consequence of such man having been called out for active service, the Committee shall consider any application made for payment of the cost of conveying the wife and children to their final port of disembarkation, and may grant the cost of a second-class passage to such port. The application shall be in the Form B in the Schedule hereto.

3. The allowance specified in Regulation 1 shall be payable from the date of departure from the Colony of the man called out for active service, or if the circumstances require it, from such earlier date as the Governor may decide.

4. The total sum payable under Regulation 1 shall not exceed three-fourths of the average monthly earnings of the man called out during the twelve months immediately prior to the first day of October, 1918.

5. The separation allowances granted by His Majesty's Government to the dependants of persons enrolled in His Majesty's Forces shall be deemed to be included in the allowances granted under Regulation 1.

6. (1) Where a man called out for active service has dependants (other than wife or child) in the Colony whom he is legally liable to maintain and towards whose support he has regularly contributed, he may apply in writing giving full particulars to the Committee for a grant of an allowance to or for the benefit of such dependants. The application shall be in the Form C in the Schedule hereto.

(2) The Committee, after considering the application, may within the limits specified in this Regulation grant an allowance of such amount and subject to such conditions and restrictions as they think equitable.

(3) The allowance granted shall not exceed the amounts specified in Regulation 1.

7. If any such dependant leaves the Colony or Malay Peninsula in consequence of such man having been called out for active service, the Committee shall consider any application made for payment of the cost of conveying such dependant to his or her final port of disembarkation, and may grant the cost of a second-class passage to such port. The application shall be in the Form D in the Schedule hereto.

8. A Committee shall be appointed by the Governor for each Settlement in the Colony consisting of 6 persons, three of whom shall be nominated by the Unofficial members of the Legislative Council for the purpose of considering applications made under these Regulations and granting such allowances as may be granted under these Regulations.

9. Allowances under Regulations 1 and 6 will not be made in respect of any period after such man has ceased to be long to His Majesty's Forces or of any period after the termination of the war, unless provided that the allowances be continued for such period as the Governor-in-Council thinks fit.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. J. C. JENKIN, C.B.E.

PATROLMEN.

Blue uniform, caps without covers, will be worn on Patrol and Search duty until further orders. Mounted Police will wear cap-covers. Men without winter uniform will wear white uniform and caps.

WINTER UNIFORM.

On and from Friday, November 15th, blue uniform will be worn for all duties, day and night. Members of No. 2 Platoon, No. 3 Co., No. 3 Co., Ambulance Band, Buglers and Drummers who have been passed for new issue of uniform and/or cap, will attend at Noordin's shop for measurement. November 11th, 1918.

REMINGTON, MONARCH

AND SMITH PREMIER

TYPEWRITERS

ENQUIRIES AND INSPECTION INVITED

MUSTARD & CO.,

4, DES VUEX ROAD CENTRAL.

Telephone 1188.

AGENTS in FOCHOW, AMOY, SWATOW and CANTON:

BRITISH-AMERICAN TOBACCO CO.

[22-20]

FOOK LEE & Co.

Established 1871.

IRON & STEEL PRODUCTS, HOUSE & SHIPBUILDING & ENGINEERING MATERIALS.

HEAD OFFICE: Nos. 2a, 2 & 4, Hillier Street. BRANCH OFFICE: York Building, Chater Road. Phone 1174. Phone 1950.

PRIOR SENT ON APPLICATION.

[24-35]

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 and 48, Connaught Road, Central, Hongkong; Telephone No. 1238. Principal Factory: No. 71, North Beach Road, Shanghai, China; Telephone No. 2238. Branch Factory: Wing Hing Street, Causeway Bay, Hongkong. Cable Address: "HONGWAH."

[22-7]

ON SALE.

FRENCH LESSONS

O. MOUSSON.

15, MORRISON HILL ROAD.

[30-3]

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1918.

With Index, Price \$7.50.

On Sale at the HONGKONG DAILY PRESS Office.

"DER TAG" IN HONGKONG. SOME SCENES IN THE CITY YESTERDAY.

From an early hour yesterday there was an air of expectant animation in the City, it being generally realised that the news as to whether or no Germany had accepted the terms of the Armistice formulated by the Allies was to be expected during the day. The news arrived in the morning. Besides a bald message received from the Admiralty that Germany had accepted the terms, there came, an hour or so later, a telegram through the Trans-Oceanic Service to Reuters' local agent, giving in full the despatching telegram sent by the German Secretary for Foreign Affairs to Mr. Robert Lansing, the American Foreign Secretary.

The fact that such a telegram had been received was bruited about soon after its receipt, and the newspaper offices were besieged with telephone calls from inquirers. About noon the news really became public through the issue of special editions of some of the local newspapers. From this time onwards the business part of the town assumed a festive appearance.

Messrs. A. S. Watson & Co. were among the first to decorate their premises with a brave array of the Allies' flags—an example that was quickly followed in most of the other buildings in town. By 2 p.m. the business centre of the city was a blaze of colour, for flags were flying from every possible point of vantage and streamers of every imaginable colour were suspended from building to building. Queen's Buildings were noticeable because of a very long string of the Union Jacks fastened almost round it, while Messrs. Sheehan, Tomes & Co., had, we believe, the only complete set of national flags of all those countries who are at war with Germany. Wiseman's Cafe, not content with decorating the exterior, had also bedecked the interior with a profusion of flags. The Government offices hoisted the Union Jack a little after noon, as also did the Hongkong Club.

The Chinese quarter of the town were its usual aspect till later in the afternoon, for the good news did not filter through to that community so quickly as it did among the European community. By three o'clock, however, Chinese flags made their appearance, and by the evening they were being flown all over the native quarter. At night some of the shops were illuminated.

The Hongkong Tramway Company helped to spread the good news in the Chinese quarter by decorating the tramcars with small flags. At the Hongkong Hotel, where much animation reigned through the day, the National Anthems of the Allies were rendered during tiffin.

It was not to be expected that ordinary business could proceed normally, with such excitement as reigned at the great news. Some mercantile offices suspended business to allow of their assistants celebrating the event. Rosettes and other emblems in the Allied colours were freely worn. In the evening a dance was held at the Hongkong Hotel.

In the harbour, flags and bunting were flown from many of the ships, and many launches and all the yachts anchored off the Corinthian Yacht Club were gaily bedecked with streamers.

It was expected all yesterday afternoon that the Government would announce a public holiday to-day, but in the absence of such news—due, perhaps, to the fact that the Government had not received the news officially up to yesterday afternoon—the general belief is that a general holiday will be proclaimed to-morrow, and that the British population of Hongkong—Government as well as mercantile—will arrange a suitable celebration.

It has been suggested that a mass meeting should be held on the Murray Battery Parade Ground, in which the various Allied communities should present resolutions congratulating the Allied High Command on the brilliant termination of the four years' struggle, and that a resolution embracing the feeling of the meeting should be despatched Home and to France at the earliest possible date. Another suggestion, is that the local Military and Naval authorities should arrange a monster procession through the town. The necessity of holding religious thanksgiving services will be evident, and it has been suggested that, in view of the special celebration, the local Churches should combine to hold an open-air thanksgiving service, say on Saturday afternoon. Such a service could be independent of the thanksgiving services which may be held on Sunday next. Finally, a big gathering of school children at Happy Valley, with a sports meeting and a march-past included in the programme, would seem to be appropriate.

CORRESPONDENCE.

THE BRITISH EMPIRE UNION.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—With reference to the resolution which was passed unanimously the other day as to the desirability of excluding Germans from this Colony for a period of years, some of your readers may not be aware that a Society was founded in England during the first year of the War, which has this end in view.

This Society is called the "British Empire Union." The patrons of the B.E.U. are the Rt. Hon. W. M. Hughes, P.C., Prime Minister of Australia, the Rt. Hon. W. F. Massey, P.C., Prime Minister of New Zealand; and the Lord Morris of St. John, P.C., K.C.M.G., late Prime Minister of Newfoundland. The President of the B.E.U. is the Lord Leith of Fyvie.

The objects of the B.E.U. are briefly to

Destroy German Influence.

Prohibit German Labour,

Boycott German Goods;

within the British Empire both now and after the War.

I received a letter from Lord Leith's Secretary by the last mail in which, *inter alia*, he says: "Any assistance which you can give us in the enrolment of members will be greatly appreciated. Our greatest difficulty over here is the financial question. This may seem remarkable, but the cost of living at the present time and the drain on the people's purses is very great, and we are seriously handicapped in our work through lack of funds."

I enclose a form for application for membership and shall be glad if you would print this. Any person who wishes to join the B.E.U. can then cut out this form and send it to Lord Leith.

In conclusion, I would mention that the B.E.U. has done splendid work in connection with the Non-Ferrous Metals Act and the Registration of Enemy Aliens, and in many other ways.

The B.E.U. has at present only thirty-four Hongkong members. I am sure that there would be many more members in this Colony if the objects and aims of the Union were more widely understood. It is hoped that the B.E.U. will obtain a membership of at least five million members, all pledged to do their best to destroy German influence in their midst.

The subscription is nominal, but the B.E.U. will, of course, appreciate any financial assistance, however small, which any member may be able to give.

I shall be glad to give any further information to any of your readers who are interested in this Society.

I have in my possession a roll of all Hongkong members, and I would be grateful if any new member would kindly send his name to me so that I may be able to keep the Hongkong membership roll up to date.—I am, Sir, Your obedient servant,

S. B. C. ROSS.

Hongkong, 11th November, 1918.

The form of application of membership, enclosed by our correspondent, is as follows:—

APPLICATION FOR MEMBERSHIP.

To the Lord Leith of Fyvie, President,

The British Empire Union,

345, Strand, London, W.C. 2.

I, a British-born subject, pledge myself to support the aims of the British Empire Union, and wish to be enrolled as a member. I enclose my

Donation £.....

Annual Subscription

and 3/6 B.E.U. Record, 7d. for Badge and Postage (strike out if not required).

Name.....

(Please give title, say whether Rev., Mr., Mrs., Miss, etc.)

Address.....

Cheques should be made payable to the British Empire Union, and crossed

Lloyd's Bank, Ltd. Not negotiable.

OPIUM SMUGGLING.

At the Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with being in unlawful possession of six tins of opium, other than Government opium.

Defendant, it was stated, was arrested while going on-board the *Nam Ho*, and the opium was found concealed round his waist.

Mr. Wood fined defendant \$200, with the alternative of three months' hard labour, and confiscated the opium.

PIRACY IN CHINESE WATERS.

ONE MAN KIDNAPPED.

JUNK-COOLIES LEFT ON AN UNINHABITED ISLAND.

Following on a piracy committed about a fortnight ago in Chinese waters—when one man was killed, another taken captive, and the rest tied up to trees on an uninhabited island—come the reports of two more piracies, in which the circumstances are practically identical.

Kwok Hui Chai, employed on licensed harbour boat, No. 13023, reports that at about 8 a.m. on November 9th, while he was sailing from Tai Au Chau in the direction of Ai Chau, a white-painted launch, coming from an easterly direction, stopped his boat and asked for the salt permit. His boat was carrying a cargo of salt at the time, and, afraid to ignore the order, he stopped. Seven or eight men clambered on to his junk, and, after relieving the master and his *foks* of clothes and money to the value of \$115, and of the salt permit, they left, taking the master with them as hostage. The told the *foks* to proceed on their way, promising to release the master in a day or two. The launch then steamed off in the direction of Sap Sai Mi.

Chau Pak, the master of an unlicensed junk, carrying 8 men, reports that at 8 a.m. on October 29th, whilst he was sailing from Ping Shu to Yam Shui in Chinese waters, another boat, containing six men, drew alongside his junk and ordered it to stop. Six men—three of whom were armed with rifles and revolvers and three with revolvers only—boarded the boat, and, after assaulting the *foks*, drove them into the hold and closed the hatch. They then sailed the junk to an uninhabited island called Tso Shu, where they left the crew who, however, managed to escape some hours later by means of another junk which discovered them in their sorry plight. Their junk, containing salt to the value of \$350, was sailed by the robbers in the direction of Ba Tau, in Chinese territory.

The local Police believe the men on the launches to be Chinese Customs officials, who are operating in these waters as a result of several attempts by Chinese junk-masters to smuggle salt.

ALLEGED THEFT OF KEROSENE OIL.

OVER 300 TINS DISAPPEAR.

At the Hongkong Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with stealing 306 tins of kerosene oil belonging to another Chinese.

Sergeant Murphy stated that the complainant, who is a dealer in kerosene oil, sent his *foks* on November 7th to the Standard Oil Company with an order for 300 tins of oil. The *foks* got the oil and loaded it into a boat which he had taken with him. Receiving another consignment of 108 tins of oil from the Company, the *foks* put the cargo into another boat, and securing the service of a launch, had the boats towed away. When half-way to his destination he remembered that he had to purchase some milk. He left the boats with the launch while he went ashore in another boat. On his return he found that the boats had disappeared, so he went back to his master's shop and reported the matter. The Police were informed, and, on information received, they visited defendant's shop, and, subsequently, the steamship *Sis Kai*, which had been lying for some months outside the Yaumatei breakwater. Here they found 93 tins of oil. Several other tins were found in a shop at 173, Shanghai Street, owned by defendant. Complainant's *foks*, however, had since absconded.

Mr. Wood: You are going to connect this defendant with the oil found on the steamer?

Sergeant Murphy: Yes, I should like a formal remand.

Defendant stated that a salesman bought the kerosene oil.

Mr. Wood remanded the case till Thursday, fixing bail at \$500.

Seven other men, the crew of the *Sis Kai*, were charged with receiving the oil, well knowing it to be stolen.

Mr. Wood remanded the case.

In Austria there is such an abundance of paper money that its currency is quite discredited, and in certain localities goods can be obtained only by barter. Peasants at Cracow are offering butter in exchange for petroleum or sugar, but they refuse to accept paper money, declaring that they want no such rubbish.

FIGHTING IN THE AIR.

A HONGKONG MAN'S NARROW ESCAPE.

The following interesting passages are taken from letters received by Mr. Justice Gomperts from his son, who has been slightly wounded but rejoices in a marvellous escape:—

33th August.

"On the whole, nothing more to report since my last letter; that is to say, no very interesting shows or scraps. I have done two photographic reconnaissances, which are fairly interesting in themselves but, rather unpleasant, as one is very high all the time—20,000 feet or more—on one's own, and one gets extremely cold. Both pilot and observer take oxygen, of course—most people find it necessary anywhere over 15,000 feet and even a good deal lower than that. If one has a lot of exertion one feels absolutely played out without it, e.g. in a hot scrap when you are swinging a heavy gun or guns round on the mounting against a pretty strong wind pressure, or if you have to work hard at a refractory 'stoppage.' One should remember both my guns had 'stoppages' at the same time, and when I had cleared them (which one does pretty fast when there are Huns around, as if they see an observer's gun not firing, they come right in) I could hardly move or even stand up in the cockpit from sheer exhaustion."

We went up for a show to-day, but it was hopelessly cloudy and when we had got to 10,000 feet we had to come back.

I have now done 20 completed shows, been over the lines 22 times, and taken part in 28 raids. Of course, if one has engine trouble one has to come back, and sometimes a whole raid comes back if the weather is hopelessly dull. My pilot, Captain M., has now got a flight of his own (after being an assistant Flight Commander for some time) and leads raids. Since I came to the Squadron we have got 10 D.F.C.s, 1 D.F.M., and 5 Croix de Guerre, besides which the Squadron as a whole has been 'Cited' by the French, which, if we were a French Unit, would entitle us to wear the 'cord,' as opposed to the ribbon of the Croix de Guerre. We are the 2nd British Division to be honoured in this way.

Monday, September 2nd.
"I suppose you have been notified that I was 'wounded' on Friday. Well, please don't think I have been carried about on a stretcher or anything, as it is merely a scratch and I am perfectly all right. I got down here (Hospital) on Friday evening and they kept me in bed till to-day, but I am now running about everywhere. The only thing which annoys me is that I cannot go out for a walk as my 'wound,' which is just a scratch on my left shoulder, has to be dressed three times a day, so I have to stay in pyjamas, as it is in rather an inaccessible place just by my neck. I was really phenomenally lucky, it was the hottest show our Squadron has ever had and we, in particular, were extraordinarily lucky to get back. I cannot tell you all about it in a letter, but I expect to be home pretty soon and able to tell you more. Any way, I had a magazine of ammunition (luckily, nearly empty) shattered in my hand by Hun bullets; one of the rounds went off in the cockpit—then I felt a bang on the shoulder and sat down in the cockpit (unintentionally), and, after that, had to sit for several minutes without any ammunition and watch the Huns blazing away at us. We had 3 tanks pierced, so our petrol was pouring out in a solid stream, also both our aileron controls shot away, and bullets were ripping through the fuselage all round me. Then we went down suddenly and I gave up hope. Finally, my pilot (M. was having a rest, and I was with a Canadian pilot named D.) got control again and managed to get back across the lines to a French aerodrome, where he made a beautiful landing in spite of no aileron control. Machine was pretty well riddled—my escape was really marvellous. The one that got me (just a small furrow in the shoulder) was half spent as it had been through my gun mounting and so tore a great piece out of my flying suit and tunic. Beside that there is a double hole clean through the collar of my flying suit, and several other bullets, just ripped the outside of it. My pilot did not get a scratch, though we found several bullets in his cockpit. This is a Canadian Hospital and we have quite a decent time here. I hope to be home pretty soon—they just might send me home from Hospital, but, anyhow, my leave is pretty nearly due and I shan't do any more flying meanwhile. Best write to me at the Squadron, as I don't know how long I shall be here and they will send it on. By the way, I got two Huns down out of control before we went down ourselves, making my total 4 down out of control altogether, besides one and a doubtful 2nd 'driven' down, i.e. by a hit in the engine or tank."

THE KAISER'S JOKE.

The Kaiser is the gentlest soul who ever (by proxy) scuttled ship or cut a throat," observes the *Daily Chronicle*. His fine sense of humanity is outraged because the Allies have dropped bombs on the "open town" of Frankfurt. The All-Highest is a good stock actor, and in his time, has played many parts. Late in his variegated career he has displayed great natural gifts as the Demon King, turning pantomime to tragedy for his country and the world. This sinister mountebank has gloried in atrocities that would have made a Borgias shudder. The supreme jest of the Demon King was the bombing of independent English towns. It is a long time since we suggested that there should be an interchange of courtesies in this respect. The Kaiser has no sense of humour. He cannot see the other side of his own joke.

LANE, CRAWFORD

ESTABLISHED
1850.

AND COMPANY.

TELEPHONE
1741.

WE ARE NOW STOCKING A CHOICE SELECTION OF

HALL-MARKED

STERLING SILVER GOODS

SUITABLE FOR

WEDDING, COMPLIMENTARY AND
CHRISTENING PRESENTS.

THE DESIGNS ARE QUITE UNIQUE.

INCLUDING

COPIES FROM ANTIQUE PATTERNS.

CAKE STANDS.

SALVERS.

MENU STANDS.

BONBON

DISHES.

SUGAR AND

CREAM SETS.

Etc.

TEA AND COFFEE SERVICES, FLOWER VASES.

AGENTS FOR

COMMUNITY PLATE

"The Aristocrat of the Dining Table."

LANE, CRAWFORD & CO.

18

U. S. RUBBER EXPORT CO.

Manufacturers of:—

Automobile Tyres,
Solid Vehicle Tyres,
Engine Packing,
Hose,
Belting,
Drug Sundries,
Clothing,
Footwear.

Full Range of Samples on display in the Sample Rooms of

ANDERSEN, MEYER & CO., LTD.

SOLE AGENTS.

Wm. Powell Ltd

NEW CONSIGNMENT OF

Keltic

BOOTS AND SHOES.

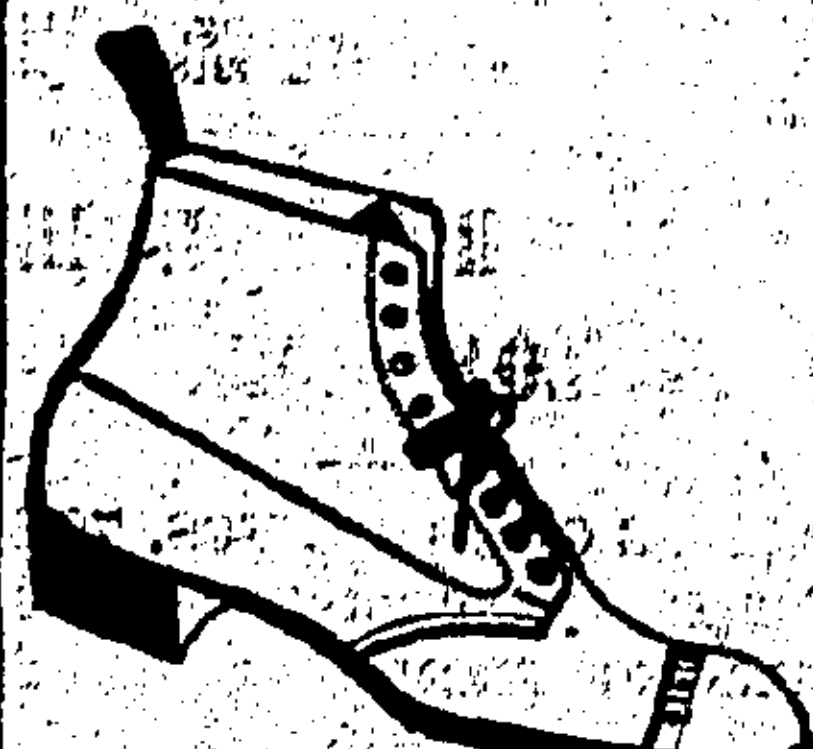
FOR

MEN

THE SECRET OF

KELTIC SUCCESS:—

"KELTIC'S" are made in Britain to fit the British foot, to please the British taste, to meet every requirement for good form and GOOD WEAR.



SHING KEE CO.

SODA MERCHANTS,

IMPORTERS AND EXPORTERS

OF

Caustic Soda, Soda Ash, Muriate of Ammonia, Silicate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 22, Des Vaux Road, Wanchai, HONGKONG.

NEW ADVERTISEMENTS

HONGKONG CLUB.
NOTICE.
PROPOSED PEACE CELEBRATION.

ON the day a Holiday is proclaimed—either WEDNESDAY, the 13th November, or THURSDAY, the 14th November—the Club House will be thrown open to Members' friends (Ladies and non-Members) from 12.30 to 4 p.m. By Order.
A. H. ABBAS,
Acting Secretary.
Hongkong, 12th November, 1918. [2632]

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.

M. J. TOURNET has This Day taken charge of the above Company's Hongkong Agency.
F. RADAMELLE,
Agent.
Hongkong, November 12th, 1918. [2648]

WANTED.
WANTED by a British Qualified Medical Man an appointment as a SURGEON on Board a Steamer sailing for Singapore and Penang.

Apply—MEDICO, Office.
Care of "Daily Press" [2649]

PEAK HOUSE FOR SALE.

NO. 1, MOUNTAIN VIEW, 5 Rooms. Healthiest Locality, fine views. Apply to—DENNIS & BOWLEY, [2650]

SOCIETY OF ST. VINCENT DE PAUL.

will hold THEIR 35TH ANNUAL "AL FRESCO FETE" in the Compound of the ROMAN CATHOLIC CATHEDRAL, on SUNDAY, DECEMBER 8TH, from 9 P.M. to 11.30 P.M. Admission 81.

Each ticket of admission carries with it the right to a souvenir if presented at the Souvenir Stalls on the evening of the Fete only. Tickets can be had from Messrs. KELLY & WALSH. Admission Free.

In the afternoon from 3 P.M. to 7 P.M. Children's Stalls will be opened and Tea and Cakes will be served.
Hongkong, November 12th, 1918. [2651]

NOTICE

WE HAVE pleasure in announcing that we have This Day established ourselves as MERCHANTS, SHIPPING AGENTS and COAST CONTRACTORS at No. 2, Connaught Road, and that we have succeeded THE OKURA TRADING CO., LTD., at the same premises, their business hereafter will be carried by us as their Agents.
For FUKUKAWA & Co., Ltd., S. W. FUJITA.
Hongkong, November 12th, 1918. [2641]

NOTICE

WE HAVE This Day transferred our Office to Messrs. FUKUKAWA & CO., LTD. and appointed them as our Agents in Hongkong and Canton.
For OKURA TRADING Co., Ltd., J. M. GILL.
Hongkong, November 11th, 1918. [2642]

WINTER NOTICE.

HOPKIN'S BUTCHERY, Corner of Ningpo and Szechuen Road, Shanghai, are now prepared to supply to their Patrons and the Public in Hongkong during the Winter Season their well known GAME PIE, PORK PIES, BRAUNS, PORK SAUSAGES, PRIME FRESH and CORNED BEEF, FRESH and CORNED PORK.
Shanghai, November 1st, 1918. [2617]

RUBBER ESTATE FOR SALE.

THREE hours sail from Singapore Island, Healthy district. Acreage 441. Planted 292.
1910 — 55.5 acres planted.
1911 — 84.5 "
1912 — 44.5 "
1913 — 44 "
1914 — 18.5 "
1915 — 18.5 "
1916 — 18.5 "
1917 — 18.5 "
292 acres

Price £13,000 or nearest offer.
Write to—H. F. CLIFTON SMITH,
Winchester House,
SINGAPORE. [2631]

A COMPLETE AERATED WATER PLANT FOR SALE.

THE MACHINES are made by Messrs. Bratby & Hinchliffe Ltd., Manchester, and guaranteed in perfect working order. This complete plant will turn out 3,400 dozen Aerated water per day, purchasers to take over about 6,000 dozen bottles at cost price.

Apply by letter—AERATED WATER PLANT, Care of Hongkong Daily Press, or Care of General Post Office, Box No. 232. [2618]

WANTED.

YOUNG CAPABLE NURSE for Child of 4 years—Apply Box 64, "Daily Press" [2654]

INTIMATIONS

WISEMAN'S CAFE

now under Entirely New Organisation

Outdoor Catering of every description.

All Meat, Poultry, Milk and Butter

supplied by the

DAIRY FARM.

ORCHESTRA

playing at

TIFFIN, AFTERNOON TEA and

DINNER TIME.

CLEANLINESS, COMFORT,

GOOD ATTENDANCE AND

PLEASURE

Are GUARANTEED at

WISEMAN'S.

D. M. GOODALL,

MANAGER.

TELEPHONE 407. Office 2318.

[2608]

4% FRENCH GOVERNMENT

LOAN 1918

(Rente Perpetuelle 4%).

Price of Issue Frs. 70.80

yielding a net income of 5.65%.

Bearing interest from OCTOBER

16th, 1918.

Subscription List will be Opened

on OCTOBER 20th, 1918, and

Closed on November 20th, 1918.

Further particulars on application to the—

BANQUE INDUSTRIELLE DE CHINE,

5, CHATER ROAD,

M. ROUET DE JOURNEL,

Manager.

Hongkong, October 16th, 1918. [2633]

4% FRENCH GOVERNMENT

LOAN 1918.

Price of Issue Frs. 70.80.

Bearing interest from OCTOBER

16th, 1918, payable quarterly.

Free of Taxes.

Not to be redeemed for 25 years.

Subscription list will be closed

on November 20th, 1918.

Bills and Bonds of the "National

Defence" bought before

October 20th, are accepted

in payment.

Applications will be received by:

THE BANQUE DE L'INDO-CHINE,

(FRENCH BANK)

Princes Building, Charter Road,

where full particulars may be obtained.

A. SIRE,

Acting Manager.

Hongkong, October 19th, 1918. [2657]

4% FRENCH GOVERNMENT

LOAN 1918.

PRICE OF ISSUE FCS. 70.80.

NET INTEREST PRODUCED 5.65%.

RUNNING FROM OCTOBER 16th,

1918.

SUBSCRIPTION LIST CLOSING

NOVEMBER 20th, 1918.

SPECIAL FACILITIES FOR

FRENCH EXCHANGE, ADVANCES

GRANTED AGAINST SCRIP.

FULL PARTICULARS ON APPLI-

CATION TO THE—

RUSSO-ASIATIC BANK,

R. A. RODGERS,

Manager.

Hongkong, October 25th, 1918. [2656]

TO LET

TO BE LET.

TO BE LET—OFFICES in Central

District.

Apply—ALEX. ROSS & Co.

No. 4, Des Vaux Road, Hongkong.

[2634]

GROUND TO LET.

A T WHITEFIELD ROAD, CAUSEWAY

RAY, next to our Glass Factory,

consisting of 18,000 Square feet, suitable for

storing Coal, &c. From January 1st, 1919.

Apply to—KWONG SANG HONG, Ltd.,

248, Des Vaux Road Central.

[2619]

TO LET.

A HOUSE in Knutsford Terrace,

Kowloon.

Apply to—THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

[2480]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Building.

[2000]

TO LET.

A HOUSE in Wongneichong Road.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

[2480]

WANTED TO RENT.

A BASEMENT or GODOWN.

Reply to—

Box No. 2836,

Care of "Daily Press" Office.

[2638]

NEWINGTON COLLEGE,

STANMORE, SYDNEY.

NEW SOUTH WALES, AUSTRALIA

Founded 1863.

Head Master, Rev. C. J. FERRIS, M.A. (Oxon)

Assisted by an Experienced Staff.

1. Classical Side, for the University and

the Professions.

2. Modern Side—Commercial and Scien-

tific.

3. Boarding School. Twenty acres of land,

with Cricket, Ovals, Gymnasium,

Swimming Bath, Carpenter's Shop,

Physical Drill, etc.

Three Wigram Allen and Schofield

Scholarships and Four Open

Scholarships.

Every attention given to the welfare

and comfort of Boarders.

Prospectus on application to Messrs.

DAVID FELL & Co., Accountants for

the Trustees—353, George Street,

Sydney.

References permitted to the Hon. the

Minister for Education—Sydney.

[2673]

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are

now OPEN after extensive repairs.

Reading and Writing Rooms, Billiard

Room (two tables), Restaurant, Concert Hall

and Meeting Room—33 Cabins and

Sleeping Accommodation—70 Beds in

Dormitories.

All men of the Mercantile Marine, R.M.

Navy and Army are welcome to use the

Institute.

MANAGERS.

[2639]

FOR SALE.

THE WONDER BUILDER

TINKERTOY

will construct a thousand different

Marvellous Moving Figures:

Merry-go-rounds, Ferris Wheels,

Wind Mills, Airships, Towers,

Automobiles, Bridges, Motors,

Animals, Lett rs,

&c., &c., &c.

GRACA & CO.,

No. 14, WYNDHAM STREET,

HONGKONG.

[2645]

INTIMATION

WATSON'S

AN IDEAL

ANTISEPTIC AND

PROPHYLACTIC OINTMENT.

Specially useful for the prevention

of

Influenza, Cold in the Head,

Nasal Catarrh,

Etc. Etc.

PREPARED ONLY BY

A. S. WATSON &

CO., LTD.,

HONGKONG.

TEL. 18.

[2635]

BIRTH.

CURRIE—At 54, Morningside Drive,

New York, on September 14th, by

Mr. and Mrs. MARK D. CURRIE, a

daughter (Margaret Constance).

[2647]

MARRIAGE.

GOW—TAM—At the Union Church,

Hongkong, on November 11th, by the

Rev. J. Kirk Macdonald, DAVID

GRIMMOND GOW to MABEL (Queenie)

HARRIET SWEETING, daughter of Mrs.

TAM, Hongkong. [2653]

DEATH.

EVANS—At Bhyll, North Wales, on Sept.

19th, the Rev. ELLIS W. EVANS, B.A.,

Presbyterian Minister, aged 74 years,

only surviving brother of Edward

EVANS, of Shanghai.

[2653]

HONGKONG OFFICE: 10A, DES VAUX ROAD, C.

LONDON OFFICE: 181, FLEET STREET, E.C.

[2635]

The Daily Press.

HONGKONG, NOVEMBER 12TH, 1918.

GERMANY ACCEPTS THE

ARMISTICE.

We may reasonably hope that the great

world tragedy is now at an end, for, as

anticipated, Germany has accepted the

armistice conditions, and those condi-

tions will make it impossible for her

to resume the war. The news has

reached us earlier than was expected.

It came in the form of an appeal from

Dr. SOUL, that President Wilson would

use his influence with the Allies to

mitigate the severity of the conditions

which Germany was forced to accept.

Soon flags were flying, but the public

attitude expressed a feeling of thank-

fulness and relief rather than of jubila-

tion. The Kaiser has abdicated and the

Crown Prince has renounced all aspira-

tions to the Throne. The Hohenzollern

dynasty is ended, and a master-tailor

occupies the seat of the German Chancel-

lor. Within a few days an Allied Army

will be marching through the Father-

land, and it may be regarded as certain

that for many years to come the peace of

Europe will not again

THE WAR.

THE END AT LAST:

GERMANY SIGNS THE ARMISTICE:

APPEAL FOR THE MITIGATION OF THE
"FEARFUL CONDITIONS."

THE KAISER ABDICATES.

CROWN PRINCE RENOUNCES THE THRONE.

General.

LATEST CABLES.

THE END AT LAST.

OFFICIAL CONFIRMATION OF
THE ARMISTICE.

The following telegram was received yesterday from the Secretary of State for the Colonies by His Excellency The Officer Administering the Government:—
"Armistice signed 5 this morning."
LONG.

[THROUGH REUTER'S AGENCY.]

HOSTILITIES CEASE ON ALL
FRONTS.

LONDON, November 11th.

The Press Bureau states that the Prime Minister has announced that the Armistice was signed at five this morning, and that hostilities cease on all fronts at eleven this morning.

[THROUGH REUTER'S AGENCY.]

GERMANY ACCEPTS ARMISTICE.

BERLIN, November 11th.

Secretary is in accord with the common aims and ideals of Democracy. The German Government has addressed themselves to the President of the United States with a request to re-establish peace.

The peace was to correspond with the principles which the President has always maintained.

Its aim was to be a just solution of all questions.

Furthermore, the President has declared that he did not wish to interfere with the peaceful development.

The German Government has received the Conditional Armistice.

After a blockade of fifty months, peace conditions, especially the surrender of the means of transport and the sustenance of the troops of occupation, would make it impossible to provide Germany with food and would cause the starvation of millions of men, women and children all the more as the blockade is to continue.

We had to accept these conditions, but we feel it our duty to draw President Wilson's attention most solemnly and with all earnestness to the fact that the enforcement of these conditions must produce amongst the German people feelings contrary to those upon which alone the reconstruction of the community of Nations can rest guaranteeing a just and durable peace.

The German people, therefore, in this fateful hour address themselves again to the President with the request to use his influence with the Allied Powers to mitigate those fearful conditions.

Please confirm.

SOLE,

Secretary of State for Foreign Affairs.
(Trans-Oceanic Service.)

GERMAN COURIER CROSSES BY
AEROPLANE.

LONDON, November 9th.

Reuter has been informed that the German Courier, with the terms of the Armistice, finally crossed the German lines by aeroplane.

WHY THE COURIER WAS DELAYED.

LONDON, November 9th.

A French message says:—
It is stated that the German Captain von Helldorf is waiting for the German fire to cease in order to return to the German lines by the La Capelle-Fourmies Road.

LATEST CABLES.

REVOLUTION IN GERMANY.

FORMATION OF NUMEROUS
SOLDIERS' COUNCILS.

AMSTERDAM, November 9th.

The revolution is spreading in Western Germany, including Cologne.

The Kiel Soviet has issued a proclamation to the inhabitants of Schleswig-Holstein saying that the existing authorities, in establishing the new order, states:—

"Our aim is to free the social peoples of the Republic. Questions outside provincial limits will naturally still belong to the Imperial Legislature. We are willing to co-operate with those at present in power as long as they submit to the new policy but we will forcibly put down any resistance."

The Berlin Soviet also issued a Manifesto that they will co-operate with the existing authorities as long as the latter submit to the Soviet. Soviets have been established in numerous other towns. In some cases, including Oldenburg, only a part of the garrisons participated.

A soldier, addressing a big demonstration at Bremen, declared that the revolution was necessary to secure "a peace of righteousness, otherwise it would be a case of unconditional capitulation."

Soldiers seized the railway station at Hanover and formed a Soviet.

Up to the present the revolution is almost everywhere proceeding in a orderly manner.

The authorities are offering no opposition.

There is no news as regards the situation among the Armies at the Front.

SOLDIERS BECOMING MORE
DISORDERLY.

AMSTERDAM, November 9th.

Soldiers stormed military trains at Cologne yesterday. The officers were dragged out and disarmed in order to prevent them going to the Front.

The procession then marched through the town. All military and civil prisoners were released.

At Gladbach and Rheindt the soldiers tore off the epaulettes of the Captain of the District Commando.

The disturbances are spreading in the frontier districts.

All munition-works in the country are at a standstill.

SOCIALIST HEADQUARTERS
RAIDED.

AMSTERDAM, November 9th.

The police closed the Independent Socialist Headquarters at Berlin and arrested the Secretary and an Independent Socialist Editor.

[THROUGH REUTER'S AGENCY.]

THE BREMEN SOLDIERS' COUNCIL.

AMSTERDAM, November 9th.

The *Weser Zeitung* publishes an agreement between the Bremen Soldiers' Council and the Commander of the garrison, providing for the joint control of military authority, of the provisioning of the town, also for the release of political and military prisoners and the recognition of the Soldiers' Council as a civil authority.

CROATIA TO UNITE WITH SERBIA.

The *Weser Zeitung* states that the Croatian National Council at Agram resolved to unite with Serbia.

U.S. COTTON OUTPUT.

LONDON, November 11th.

A Washington message says that the census shows the cotton ginned to October 31st is 7,764,000.

THE SILVER MARKET.

LONDON, November 10th.

Messrs. Samuel Montagu & Co.'s report states that the market is unchanged, though the recent reduction of the insurance rates will doubtless be reflected in the price of silver.

Silver is expected to lower owing to the reduction of insurance.

The silver market is steady.

BRITISH COTTON WORKERS'
DEMANDS

LONDON, November 11th.

The Cotton Spinners and Cardroom Workers' Amalgamation has decided to ballot among 100,000 members on the question of striking owing to the employers' refusal of a forty per cent. advance in wages. The employers have offered an advance of twenty per cent.

The manufacturers have refused the cotton weavers' application for a fifty per cent. advance in wages. The Men's Federation will submit the claim to the Committee on Production.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

OUTSKIRTS OF MONS REACHED.

LONDON, November 10th.

Sir Douglas Haig states:—
Our advanced troops are in contact with the retiring enemy on the whole front.

We occupied Faubourg-de-Bertainmont on the southern outskirts of Mons.

Farther north, we are approaching Leuze and have captured Renaix.

THE CAPTURE OF TOURNAI.

Sir Douglas Haig states:—
We are advancing on the whole of the British front.

The Fourth and Third Armies, on the right, are advancing astride the Sambre River towards the Belgian frontier and are meeting with little organised resistance.

The First Army, in the centre, rapidly progressed astride the Mons-Condé Canal.

South of the Canal, we crossed the Maubeuge-Mons railway, and are approaching Mons.

North of the Mons-Condé Canal, the First Army's left wing, in conjunction with the Fifth Army's right, cleared the area between the Scheldt River and the Antwerp Canal, capturing Peruwelz, and crossed the Antwerp Canal south of Peruwelz.

On the left, the Fifth and Second Armies gained the east bank of the Scheldt on their whole front.

The Fifth Army captured Antwerp and Tournai, and progressed east of these towns.

The Second Army is approaching Renaix.

ALLIED PROGRESS IN BELGIUM.

LONDON, November 10th.

A British-Belgian communiqué states:—
The Belgians occupy the western bank of the Ghent-Terwaan Canal from the Dutch frontier to Ghent station.

The French occupied Melden, the heights to the east of the town, and the northern part of Meersche.

The British occupied the southern part of Meersche.

THROUGH GERMAN EYES.

LONDON, November 9th.

A German official statement says:—
We evacuated a part of Tournai lying on the west bank of the Scheldt.

We withdrew between the Scheldt and the Oise, also west of the Meuse.

FRENCH FRONT.

FRENCH CAVALRY CROSS BELGIAN
FRONTIER.

LONDON, November 9th.

A French communiqué states:—
We have advanced fifteen kilometres at certain points, capturing prisoners and guns and considerable material, including several railway trains.

Our cavalry crossed the Belgian frontier, hustling the enemy rearwards.

We occupied Glognon, four miles from Hirson and St. Michel, and are pursuing the enemy beyond those places on a general line as follows:—Maignier, the northern edge of St. Michel, the forest of Maquenoise, Forge and Philippa.

Further east, after forcing the crossing of the Thier and the Aube, we carried the plateau northward, in spite of resistance. We advanced considerably beyond Signy-le-Petit and reached the railway from Mezieres to Hirson. We surrounded Mezieres and crossed the Meuse further east.

ADVANCE RESUMED.

LONDON, November 9th.

A French communiqué states:—
To-day our troops resumed their advance along the whole line.

GERMAN DEFEAT BECOMING
WORSE.

LYONS, November 9th.

The German defeat is becoming worse daily.

The Germans have commenced to evacuate the Escaut salient between Valenciennes and Ghent.

The British occupied Condé Escaut and have taken Maubeuge, driving back the enemy towards Mons and Charleroi.

The French, in the south, reached the outskirts of Fourmies and Hirson, and the southern suburbs of Mezieres.

French and American units chased the Germans from their last positions on the heights east of the Meuse, driving them back from the Woivre Plain.—*French Wireless.*

STRONG MACHINE GUN
RESISTANCE.

LONDON, November 9th.

An American communiqué states:—
North and south of Damvillers our advance continues successfully though we are meeting with strong machine gun resistance.

AMERICANS CROSS THE WOEVRE
FOREST.

LONDON, November 10th.

An American communiqué states:—
Crossing the Meuse south of St. Enay we captured Moucat and pushed through the Woivre Forest. We captured Jametz, Souppes and Remoivelle.

South of Badonvillers, we captured Moirey, Thommy and Manhoules, all of which were vigorously defended.

[THROUGH REUTER'S AGENCY.]

SERBIAN PROGRESS IN
HUNGARY.

LYONS, November 9th.

The Serbian advance in Hungary continues.

They have crossed the Danube between Banya and Semlin, and the Save at Semlin and Mitrovitz.—*French Wireless.*

[THROUGH REUTER'S AGENCY.]

ALLIED FLEETS OFF
CONSTANTINOPLE.

PARIS, November 9th.

Owing to the necessity of careful mine-sweeping the Allied Fleets will not reach Constantinople for several days.

"OUR DAY" FUND.
RESULT OF THE CHINESE
EFFORT.

The Hon. Mr. E. R. Hallifax, O.B.E., Hon. Secretary of the War Charities Committee, has received a letter from the Hon. Mr. Ho Fook enclosing a cheque for \$1,113.89, which brings the total net proceeds from the series of Chinese Theatrical performances in aid of "Our Day" to \$27,435.88 as per accompanying statement of account:—

To subscription from the Chinese Committee	\$13,100.00
To sale of reserved boxes	12,300.00
To sale of tickets at the theatre	2,275.45
To receipts of the Keng Fa Ying Troupe	995.16
To receipts of the Kwan Fong Troupe	1,429.89
To sale of tea and cakes	486.25
To motor-car earnings	213.20
To two donations of \$100 each	200.00
To interest	44.28
	\$31,046.01

By hire of the Chuk Wa Nin Troupe \$ 1,368.40 || By rent of the Tai Ping Theatre | 690.00 |
By rent of the Kai Shing Theatre	220.00
By sundry expenditure	1,361.23
By balance	27,435.88
	\$31,046.01

(Signed) CHAN KAI-MING,
Li Po-Kwai,
Hon. Treasurers.

Ho Fook,
Chairman.
Hongkong, 11th November, 1918.

THE RESULT OF RESEARCH.

Some of the results which have accrued from the research undertaken on the nitrogen problem have been shown at the British Scientific Products Exhibition, at King's College, Strand.

The Munitions Department of the Ministry of Munitions exhibited a unit plant for the oxidation of ammonia to oxides of nitrogen. The process (which was not the war) has been largely used by the enemy in connection with his put of nitric acid for explosives, and by the manufacture of sulphuric acid for the chamber process as a substitute for Chile nitrate, which he has been unable to obtain owing to the blockade.

The method is now widely used in Great Britain.

BOOTY AND MORALE

WHAT ABANDONED STORES MEAN
TO SOLDIERS IN RETREAT.

The amount of booty captured during the German retreat has been no more than hinted at as yet, and even when the figures are made known it is doubtful if they will convey all that they should to the general reader. There is, so to speak, more in the capture of material than meets the eye.

If a raiding party returns to its happy home in a muddy trench with fifty machine-guns, fifty new posts must be drawn by the enemy from his nearest store, and from there a long chain stretches back to the manufacturer until the status quo before the raid has been re-established. This spells additional labour in all directions. Men, pack mules, transport drivers, motor-lorries, railways, base supply officers—all suffer under the added burden. What this means to lines of communication already taxed to their uttermost may be easily imagined. Each blow is being felt to-day throughout the entire German Command.

The moral effect on the troops themselves who have abandoned the booty is great. Equipment to the soldier is a symbol of his manhood and his honour, and the loss of it produces in him a sense of nakedness which reacts disastrously on his morale. Though morally and physically shaken, a soldier in an enforced retirement, and reduced to a state of pitifulness augmented by the swelling volume of pursuing gunfire, the soldier who retains his arms in their entirety is still a moral force. It is when equipment begins to be discarded that the full shock he has suffered is realised.

There is no more distressing and depressing sight to the man in the ranks than dumps of abandoned stores. They tell him his immediate base is threatened, his rations are problematical, his comfort and rest receding from him. Where is "Brigade H.Q." and where Division? He is alone and lonely in a crowd of jostling units—artillery on infantry roads, and straggling infantry on cavalry tracks, all cursing, selfishly eager to get away—and his sense of discipline is outraged and undermined by the sight of the forsaken, unguarded stores.

Among the morally weaker elements there follows, at such times the discarding of personal equipment—the final confession of defeat—but among all ranks discipline slackens, and here a rifle and there a platoon of ammunition or the remaining clips in the pouches are furtively dropped, and the lightened soldier pushes rearward more desperately than before.

The soldier is ashamed of actions such as these, yet in the turmoil of retreat they are of common occurrence. Any man in the ranks knows that when such a "rot" sets in it is very hard to stop, and even when discipline is re-established morale remains weakened—the more so when, as in the German case, the ranks have been misled (in more senses than one) by their leaders' glowing promises. What a sardonic chorus these promises must make to-day to the roar of the pursuing guns!—*Daily Express.*

SOLDIER'S AMAZING CAREER

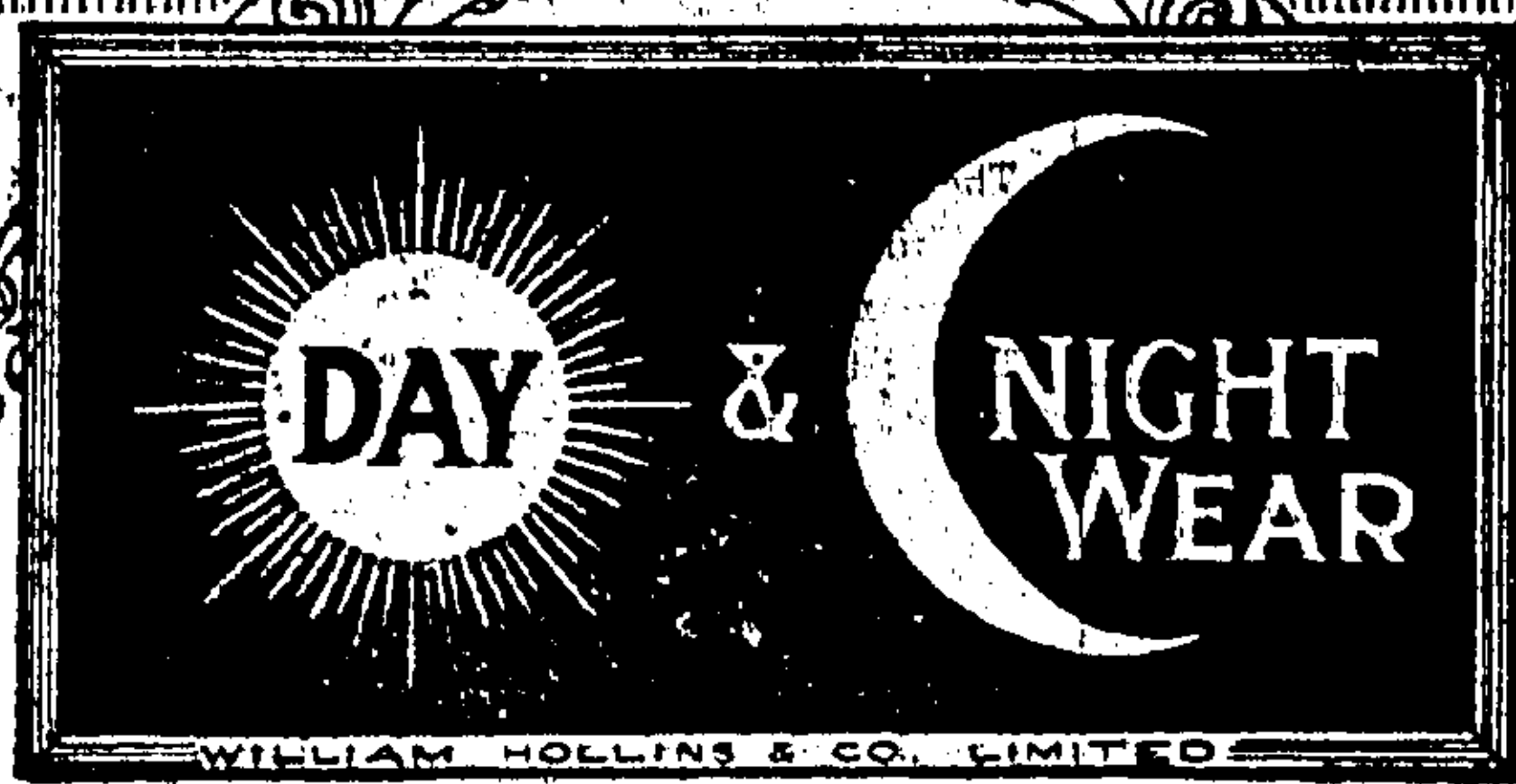
A HEROIC STORY.

The amazing and tragic career of Private Bertrand, belonging to the infantry, is told by his lieutenant in the *Journal*.

Bertrand wears the French Legion of Honour, Military Medal, Military Cross with seven palms and five stars, British Military Cross, Belgian Military Cross, French Colonial and Morocco medal, the life-saving medal, and also a ribbon for wounds, as he has lost one arm and one leg, and has been otherwise mutilated besides receiving some thirty bayonet wounds. He is 26. He enlisted at 18, and fought in Morocco, where he saved two officers and won the Military Medal.

At the outbreak of the war he went through the Charleroi and Marne battles. At the latter he captured two German field-kitchens, having killed the cooks, and brought the kitchens with food ready to eat into the French lines. On the Ypres and the Somme fighting with the British troops he made ten Germans prisoner with his own hands, and won the British Military Cross. He was five times taken prisoner and five times escaped. After that he volunteered for the Near East, and at Monastir with one or two comrades he kept four machine-guns firing, and held an enemy battalion at bay, with the result that 200 prisoners were made. After that at Monastir he saved his captain and a nurse. In this affair he lost an arm, and was otherwise mutilated. He was sent back to France, and, forty-eight hours after sailing, his boat was torpedoed, and the explosion blew off his leg. He amputated the remainder of the limb himself with his own knife. He fell into the sea, and managed with his one arm to hang on to a floating spar. Then he caught sight of the ship's skipper, who had had both arms blown off. He managed to pick him up, and both men remained on the raft for three days and three nights. For this Bertrand was awarded a life-saving medal, the only medal left to him to win. This astounding career has been accompanied by the extraordinary tragedies of his family.

His father enlisted at 83 at the beginning of the war, and was killed on September 2nd, 1914. His four brothers have all died for their country; the last surviving one had lost both arms and both legs and was blinded, and mercifully died a few months ago. Bertrand's old mother has just died also, overcome by the succession of tragedies, and Bertrand remains alone of the family with his single leg and arm, of whom he is the sole support.



CONFIDENCE.

AS Spinners with over a hundred years' experience, and as Manufacturers of the world-famous "Viyella" Blouse and Shirting Cloth,

WM. HOLLINS & CO., LTD.

call attention to their TRADE MARK as above. Whether on the Selvage of piece-goods, or on the Tab on made-up garments, this MARK is a GUARANTEE that the fabric bearing it is their genuine production, and that the utmost CONFIDENCE may be placed on its perfection of make and on its good-wearing qualities. "AZA" and "CLYDELLA" only less famous than "Viyella" are made by the same firm.

WM. HOLLINS & CO., LTD.

Viyella House, Newgate Street,
LONDON, ENGLAND.

WHOLESALE ONLY.

LEST WE FORGET AMERICAN PAPER'S GENEROUS TRIBUTE TO ENGLAND.

We must not let our delight in the astonishing achievements of our boys, bearing themselves like veterans on the bloodiest battlefields in history and against the most intensively trained troops ever sent into action, blind us to the other "big things" that have been and are being done in this tremendous tournament of the nations. Even in our appraisal of the great deeds of our Allies, we have naturally dwelt chiefly upon the unexpected and the gloriously bizarre—the slaying of the Goths by the daring Davids. We have not stopped to comment on the solidity of Mont Blanc.

But it is, after all, on the solidity of the Mont Blancs that we build. We all knew the stuff of which Old England was made. What she has done in this war—quietly, unobtrusively as is her wont—has surprised no one who knew English character, English stamina and English history. Imaginative writers have mentioned various moments at which the blundering bully of Berlin lost the war and his chance to conquer and enslave the world; but those who take long views of things and recognize the primal forces which have shaped the destiny of nations since the disintegration of the Roman Empire will agree that the doom of Germany's despotic ambition was sealed on the day that Britain's councillors wheeled that nation into line with the forces of freedom.

If the Kaiser possessed prescience or had read his history, he must have shivered—as tradition says we do if some one steps on our grave—when he knew for certain that his spies had lied and that the stubborn, stick-to-it, bulldog British had decided to live or die with the French. The British have a bad record for an ambitious depot to face. They brought Philip of Spain to his knees; they curbed the power of Louis the Great of France—they grappled with the mighty Napoleon and never let go.

So they entered upon the task of bringing down—to paraphrase Kipling—the Beast that walked like a Man. They were under obligations to send some eighty thousand soldiers to help the French. The Kaiser, measuring their honour by his own, thought they would perfunctorily and literally redeem this pledge, and let it go at that. Hence his remark about their "contemptible little army." The fact is that Great Britain alone has sent on land and sea a total of six and a quarter millions. Her Empire has added two and a quarter millions more to this. Over eight millions instead of eighty thousand—a hundred in place of one. That is the British way. When we send fifteen millions we will have done as well—but not till then.

England was no more a military nation than America when the war began. She learned to fight by fighting and dying. We are profiting to-day by her tragic experiences. Thousands of American lads will come home to us alive and whole because thousands of our blood-brothers from the British Isles have been killed and mutilated—and have taught us how to escape. Britain made her armies while France and her own navy held the gap, and then she poured them into France and Flanders by the million to fight back the eruption of Cave Men that threatened to submerge civilization.

What the English have done in this war is too recent to need recapitulation. They gradually took over greater and greater sections of the front. They first fought defensive actions with all the dogged courage for which the British are famous—then they created that early turn in the tide which released the series of Allied offensives that finally sent the Germans back to the Hindenburg line—and beyond. They rose to the rank of a full military partner of France—and there is no higher rank.

For all this they paid. There is hardly a home in Great Britain which does not have its unvisited grave in France or Belgium—not a street on which the permanently maimed do not limp to unaccustomed tasks. And the figures show that the Mother Country exceeds the percentage from the Overseas Dominions, thus disposing of one of the vilest, meanest, most dastardly lies of the whole Satanic German propaganda which charged that the English were putting their Colonials and their Allies in the forefront of the battle. Lord Northcliffe estimates their killed alone at 800,000.

England's contributions outside the western front have been worthy of a great nation, even if they stood alone. Her navy has kept the seas free for the commerce and the troop transports of the Allied world. It has bottled up the German navy from the first. Her ships have coaled, fed and munitioned the French—brought legions and food supplies from the Seven Seas. We are proud of our own swift shipment of troops to the firing line during the days of the soul-shaking danger this last summer but well over half of them went in British bottoms conveyed by British warships.

Then, where have not the British fought? The Suez was in danger. It was the British that protected it. There were German naval stations in the Pacific. The British mopped them up. Russia asked help by way of the Dardanelles. The British tried to give it. Intervention was needed on the Tigris. The British supplied it. The British were at Salonica. British ships were in the Adriatic. The British Colonial troops freed Africa from the Germans. British diplomacy steadied the Moslem world when the Turkish Sultan and his Sheikh-ul-Islam proclaimed a holy war. The British to-day are moving south from Archangel and are at Vladivostok.

The British financed the Allied nations till we came in to share the titanic task. Her industries have clothed, munitioned and supplied them in various vital ways. The Germans say that she has "prolonged the war." By that they mean that she has kept up the fighting spirit of the Allies and supported their morale. The Briton is a dour fighter and knows no end to a struggle save victory or death. He never fights a limited liability war—he goes in with his whole soul. The day that British khaki appeared upon the battlefields of France it was decreed that there could be but one of two ends to this conflict—the collapse of the British Empire or the final failure of Germany's dream of world conquest.

But no one, save the German Intelligence Department, has known or ever will know half of what Britain has done. When it comes to self-laudation the British are the poorest advertisers the world has ever seen.—Philadelphia Public Ledger.

THE ZEPPELIN AEROPLANE DESCRIPTION OF NEW GERMAN GIANT.

The great four-engine German Riesen-Luftschiff (giant aeroplane), of which so much has been heard on paper and of which a certain amount has been heard in the air during the last six months, is in fact an authentic Zeppelin aeroplane.

The declaration is made in a most elaborate detailed article by M. Jean Lagorgette, who is one of the leading technical writers in France and has made a special study of German aeroplanes. Hitherto the four-engine German machines have been known commonly as the "Linsen" type. M. Lagorgette speaks at this name, and shows that it merely implies that this machine is made under licence by some firm other than the actual designing firm. He adds, humorously, that to call them "Linsen" aeroplanes is very much as if one talked of an aeroplane designed by the famous "Mr. Patent" or as if one mentioned railway carriages built by the great firm of "Smokers."

After most laborious study of the wreckage of the four-engine Hun bomber brought down near Paris, he arrives at the conclusion that the machine was built by the famous Albatross Company, who made the little single-seat destroyer biplanes on which Baron von Richthofen achieved his reputation, but that the giant machine has been very largely designed by the Zeppelin Company's engineers.

M. Lagorgette bases his argument on various points about the giant machine. To begin with, a great deal of the construction embodies aluminium alloy of precisely the kind used in the manufacture of the Zeppelin airships. Not only is the material itself the same, but it is used in a way which has hitherto been peculiar to the Zeppelin. That is to say, various bits of the material—chiefly in the tail—are assembled in the Zeppelin fashion.

CHARACTERISTIC.

The most characteristic Zeppelin item in the construction is the method by which the wire bracing of the wings and of the body is secured, writes Mr. G. Grey, editor of the "Aeroplane." The method of doing so is, perhaps, too technical for an article of this kind, so it must suffice to say that in no aircraft other than the Zeppelin airships has cable bracing been fitted in this particular way. Another peculiarity is that the particular way in which each of the four engines drives its corresponding airscrew is that used in the Zeppelin airships, and the engines themselves are of the type used in the Zeppelin, but with slightly increased power. That is to say, they are Maybach engines of 240-h.p., slightly modified so as to give 300-h.p.

The aeroplane itself has a span of roughly 133ft. from wing tip to wing tip, and length about 27ft. The particular machine captured is arranged to carry a crew of eight or nine men. Right in the very nose of the machine sits a gunner observer, who apparently also controls the bomb-dropping gear. Behind him and slightly above him are two pilots who control the machine, either alternately or, if necessary, together, and one imagines that it must frequently be necessary for them both to work pretty hard to control the huge, ungainly thing.

One peculiarity about the machine is that the whole portion in which these three men sit is detachable, as if it were the habit of these machines to crash into walls and trees in landing or stand on their noses, and so collapse the front portion and presumably squash the people in it. The rest of the machine seems to be so strongly built as to escape much damage on these occasions.

THE CREW.

Behind the pilots there is a place for a wireless operator, and behind him again is a place for two mechanics, who would appear to be pretty well occupied looking after the four engines. All these detachments of the crew are in front of the wings, or immediately before the front portion of the wings. Behind them is the fuel compartment, which is split up into a number of small tanks instead of carrying all the petrol in one or two very big tanks. The idea is obviously to avoid losing all the petrol if one tank is damaged.

The bombs are carried underneath the petrol tanks, and the particular machine captured seemed to be fitted to carry only two bombs of about one ton weight each. These large bombs would certainly be very effective if dropped absolutely on a point of military importance, but the chances against hitting such a point, especially in the dark, would be very great, and it therefore appears that they are intended to be dropped haphazard into the residential quarters of a town so as to wash out as many dwelling houses as possible and terrorize the inhabitants.

Behind the wings is a gun turret which could easily accommodate three gunners. There are mountings for three guns, one on each side of the body, and there is also a rail round which a movable gun could be run. At the rear of the gun turret itself is a compartment inside the body with a trap door, which permits the gunner to fire directly underneath and rear-wards.

The whole machine appears to be heavy and clumsy and slow, but it certainly has great weight-lifting capacity.

DO YOU WANT TO SAVE TIME, MONEY AND WORRY?
GET AN **ADDING & CALCULATING MACHINE** FOR YOUR OFFICE

WE CARRY MACHINES FOR EVERY CLASS OF WORK.

**MARCHANT
CALCULATING
MACHINE**

**MONROE
CALCULATING
MACHINE**

**BARRETT
COMPUTING
MACHINE**

**SUNDSTRAND
ADDING & LISTING
MACHINE**

Our Representative, Mr. E. R. BRADLEY, is at present visiting Hongkong and will be pleased to call on you and demonstrate the above Machines.
Address:—ASTOR HOUSE HOTEL, HONGKONG.

THE OFFICE APPLIANCE CO.,

Specialists in Modern Office Equipment,
4, CANTON ROAD, SHANGHAI.

AMERICA'S
LEADING
MOTORCYCLE

Indian

"Count the Indians on the road"

We have just received a shipment of 1918 BIG TWINS with Electric equipment. Price has been reduced to \$580—the lowest it has ever been. Later shipments will be higher in price. Next year's Indian will be exactly the same as the 1918 model.

ALEX. ROSS & Co.,
4, Des Voeux Road Central,
Telephone 27.

WHY SUFFER SKIN TORTURES

When a post-card will bring free samples

CUTICURA SOAP

and Ointment

which give quick relief and point to speedy healing. Then why not make these sweet, pure, super-creamy emollients your every-day toilet preparations and prevent little skin troubles becoming serious.

For free sample each address post-card: "F. Newbery & Sons, 27, Charterhouse Sq., London." Sold everywhere.



EVERY PART OF A B.S.A. BICYCLE GUARANTEED INTERCHANGEABLE

Made by THE BIRMINGHAM SMALL ARMS COMPANY LIMITED, BIRMINGHAM, ENGLAND.

Makers of the renowned **B.S.A. Motor Bicycles** For 5014 and 5124.

Agents for Hongkong: **WALTER FORD & CO.** 8, Queen's Road Central.

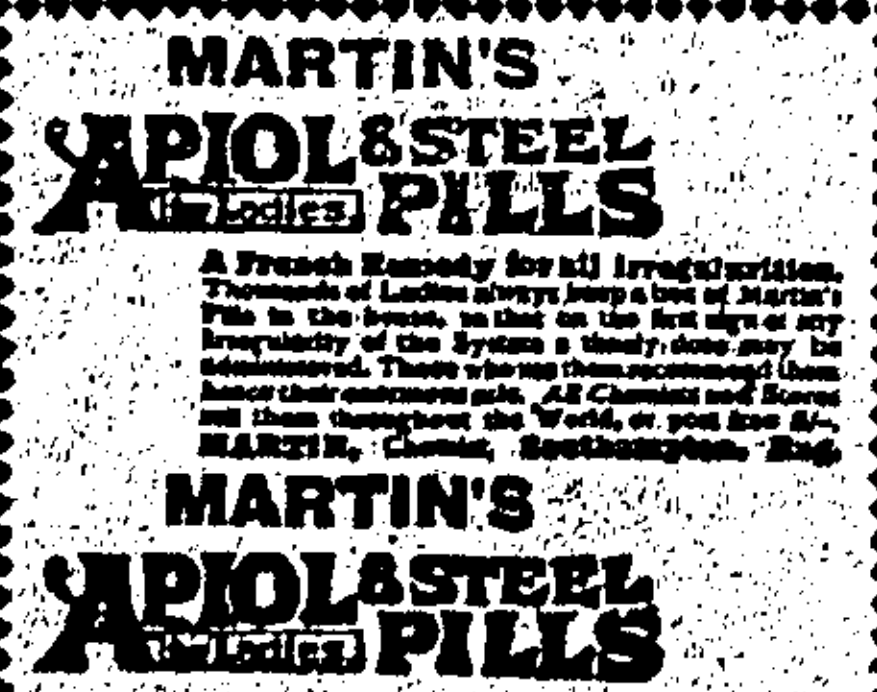
A Good Medicine

According to one of the wise old thinkers of the past, possessing two important qualities, to "restore our health when we lose it" and to "preserve our health while we have it." Probably no popular medicine possesses these two qualities in greater measure than Beecham's Pills. Beecham's Pills restore and also preserve the health. They are excellent to take when the system is run-down and in need of a gentle restorative. Beecham's Pills act upon and through the organs of digestion—the regular and harmonious working of which is of the first importance. They speedily correct irregularities and restore healthy conditions. It has been abundantly proved that the occasional use of this well-known medicine will go far to maintain the general health in a state of efficiency. Enjoy good health therefore, by taking that good medicine—

Beecham's Pills.

BEECHAM'S PILLS are specially suitable for Females of all ages.

In boxes, labelled, 6d., 1/11 & 2/6.



WAI KEE

FLAG & SAILMAKER.

No. 125, Des Voeux Road Central, Top Floor.

HONGKONG.

Telephone No. 1838.

OUR LONDON LETTER

THE DOOM OF GERMAN HOPES. IN THE WEST.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 9th.

For the space of six weeks the Germans have been going back on the Western Front without pause. Marshal Foch and Sir Douglas Haig have given them no respite day or night. At the moment the absorbing question is where they will be able to stop before the winter comes bringing comparative quiescence from active warfare on a big scale. Our enemies may—some very able soldiers and writers believe they will—have to retreat to the Rhine in the next few weeks from now; that is to say, before this letter can reach Hongkong. I mention this as illustrating the state of opinion here.

Anyway, be it soon or late, to the Rhine and beyond they must, and will go under pressure of the Allies whose resources are now incomparably superior to those of the Hun. There are no reserves for the time being in Germany, and there will be none before November; while on our side we have the mighty American Armies preparing themselves behind the fighting area in France to spring forward at the right moment and deal the "knock-out blow."

THEN AND NOW.

It was only last March, though it seems a century ago, since the Germans made their supreme effort to reach Paris, and also to drive the British Army to the Channel. And they nearly succeeded. The emergency was so great that, as we know now, a quarter of a million troops were thrown from England into France within a week of the German attack, and nearly 400,000 men in the first three weeks. It was touch and go with us in those terrible days. Now, looking back, one cannot but feel a thrill of pride that the nation was so staunch in that testing time; it makes one glad to be a Briton.

Facts like these ought always to be remembered as showing the real spirit of the nation in time of peril, and especially is the need for remembrance necessary when reports of strikes and rumours of strikes are being cabled all over the world. Whatever the troubles in this country in connection with Labour—and there will be many more strikes before long—the grievances and discontent thus manifested are quite apart from the grim determination of the whole country, including Labour, to win the war.

SHIPPING AFTER THE WAR.

There has been considerable comment in the London Press on the assurances of Mr. Hurley, chairman of the United States Shipping Board, that the great fleet of merchant ships which America is building will be used for no selfish purpose after the war. The vessels will, he says, be employed in developing American trade routes, and in bringing the democracies of the American hemisphere together. But some critics affect to be "politely sceptical" on this point. They can see the United States taking the place that Great Britain occupied as the chief carrier of the world's trade.

The *Times* in a leading article sets forth with elaborate detail the arguments and insinuations which a German agent might be expected to use in order to stir up strife and excite national jealousies on shipping. And nearly everything the paper puts into the mouth of the Hun might be said by a patriotic Englishman. For the United States will, in fact, have a preponderance of tonnage later on. This, however, is no reason why we should feel aggrieved with our friends across the Atlantic. If they take advantage of their opportunities they will simply be doing what we should do ourselves in similar circumstances.

THE DECIDING FACTOR.

Of course, the *Times* may have desired simply to anticipate enemy machinations, or to indicate that the position is understood here. Anyway, the truth of the matter would appear to be that the ultimate ownership of the shipping of the world will be decided afterwards, as it has been in the past, very largely by trade policy. This is the considered opinion of the *Westminster Gazette*, which says, "the nation that can get cargoes both ways on a voyage will inevitably draw under its own flag a larger proportion of the shipping of the world than the nation which has its ships in ballast on the outward or inward voyage. The shipping owned by each after the war will be determined, in fact, almost exclusively by the tonnage which each can profitably employ, and that, in its turn, will be decided by trade policy."

A SHIPPING POOL.

Appropos of shipping, Lord Robert Cecil's statement this week at a dinner of the Allied Maritime Transport Council foreshadows the pooling of the whole of the resources of the Allies—not only in shipping, but in every department of commercial and industrial activity. It is designed as a war effort, for it means, as he said, that the "strength of the alliance will be prodigiously increased." In well-informed quarters it is believed that the arrangement will continue for many months, or years even, after peace is declared. The problems of raw materials and food as well as shipping must lay a heavy tax on the resources of the nations long after the soldiers have put aside their arms.

A BOOK ON CHINA.

Among recent books is one by Mr. Putnam Weale under the title "The Fight for the Republic in China." The author's father was a Chinese Customs Commissioner, he was partly educated himself in the country, and he entered

(Continued at foot of next Column.)

LYNCH'S FIGHTING BRIGADE

HUMOURS OF RECRUITING IN IRELAND.

[BY COL. ARTHUR LYNCH, M.P.]

I have been in Ireland for some weeks, but the recruiting campaign, so far as I am concerned, is only a few days old. Already it shows signs of healthy life. The intervening time has been occupied in the work of overcoming initial difficulties. The more I explored the machine of government, the more I admired the British soldier! The machine moves slowly, and creaks, and breaks down, but all this simply means that good old lumbering methods which were comfortable enough during the hundred years of peace are hopelessly inefficient to meet the conditions of a new era.

There is no lack of young men in Ireland. In every street in Dublin one meets stalwart youths marching along like ready-made soldiers, and showing every martial disposition except readiness to fall in and don the British uniform. Most of these young men are politicians. Their leaders are also orators and writers—clever men in their way.

No matter what may have been Ireland's grievances, or trials, or hardships in the past, the world, and particularly America, will judge the Irish cause by the attitude of young Irishmen now while the great war is being fought for the freedom of the world. It is hard to bring these arguments home to young men at a public meeting where their organised forces are singing the "Soldiers' Song" or other forbidden ditties in endless choruses, and where the young boys of fifteen, and the young girls, of course, are shouting themselves purple in the face, hurrying at us political views which fail to reach the platform owing to the infernal din which their leaders are making.

SINN FEIN SHIELD.

At the first of our big meetings in Dublin Captain O'Grady and myself found ourselves like an islet in a sea of foaming waters, but I must do the Sinn Feiners the justice to say that while for some time they were entirely in their hands, they offered us no personal violence, and one of their leaders, who acted as a buckler in our hour of need, showed us politely to our car, and then told us what he thought of us, and particularly of the Government of Ireland.

The Dublin crowd is a crowd of moods, dangerous no doubt at times, but extraordinarily susceptible to the influences of good humour and responsive to the sporting instinct. The more fierce and determined are these young men in their attitude towards us, the more I desire to have them as soldiers for the western front. I have not relinquished that hope. The Dublin meetings have been of this great advantage—that they have made the recruiting campaign talked of in every book and cranny of Ireland. People at least know that we are here, and that we are on the look-out for men, and such is the impulsive Irish temperament that we have already had several offers from Sinn Feiners.

Our next move will be to march out with the nucleus already formed, wearing our own uniform, sporting our national tabs, playing the Irish airs from our own pipe bands, and booking our recruits as we march through the streets or the roads of the countryside, and in this way carrying on, as I hope, the pacific conquest of Ireland.—*Daily Express*.

GREAT GERMAN SCANDAL.

It is reported from Berlin that Herr Adels, director-general of the Mannesmann munition factories in Westphalia, has been sentenced to eight months' imprisonment for having defrauded the State of taxes to the amount of £80,000. All reference to the case, which involved the bribery of military officers, was forbidden by the German censor. Gigantic exploitations in all parts of the world have been conducted by the late Mannesmann brothers, who invented, among other things, the incandescent light and the jointless steel tube. The firm obtained the mining concessions in Morocco which led to the Agadir incident, and has been accused by the Socialist German papers of agitating for war.

THE CHINESE CUSTOMS AT THE AGE OF TWENTY.

Moreover, he was in Peking during the Boxer trouble, and since then has travelled widely in the Far East.

What surprises the average English reader is his statement that there has never been any "true governing" in China (except in two remote periods), save "what the people did for themselves, or what they demanded of the officials as a protection against one another." And yet the world was led to believe that, for example, the late Dowager Empress was an autocrat of autocrats! For the rest, Mr. Weale's opinion of the Japanese is so surprising, I frankly think that it is marvellous how his book should have passed the Censor. The publishers are Messrs. Hurst and Blackett.

DECIMAL COINAGE.

There is no mention of the Dominions, or India, or the Crown Colonies in the terms of reference to the Royal Commission on Decimal Coinage. That fact is subject of comment in some of the newspapers. All the same, I learn that the most respectful consideration will be given to the views and desires of Greater Britain on this important question. It is well-known that the Dominions have long been in favour of the introduction of the decimal and metric systems, and overseas opinion must carry great weight having regard to the importance that trade will assume within the Empire after the war. It is a fact that some of the Dominions would have made the change before now but for the injury that would have been done to trade in those countries adopting the innovation while the remainder of the Empire was still wedded to the existing British system. Uniformity is absolutely necessary in a matter of this kind.—*H.B.*

BAGDAD AS A TRADE CENTRE

BRIGHT PROSPECTS FOR THE FUTURE.

The city of Bagdad before the war was an important commercial centre and distributing point for a large section of country. It is primarily an agricultural centre, surrounded by magnificent tracts of fertile land, nearly all of which can be irrigated; when under irrigation in the past this country was known as the garden spot of the world.

However, writes Mr. Oscar S. Heizer, American Consul at Bagdad in "Commerce Reports" owing to geographical and economical considerations, Bagdad has rather a commercial importance. It is the terminus of the upstream navigation on the Tigris and also the terminus of the Persian road, and all goods sent to Kermanshah, Hamadan, and other important centres are loaded at Bagdad on camels or other transport animals.

It is the centre of supply for Upper and Lower Mesopotamia, and is the collecting point from which the various products of the country are exported. All local products of Mosul, Diarbekir, and Sulaimaniyah are usually sent down the Tigris River on rafts, built upon inflated skins, to Bagdad, where the products, such as wool, gum, gullnuts, skins and hides, carpets, dates, liquorice, opium, grease, and grain, are loaded upon river steamers for shipment abroad via Basrah.

ITEMS OF FOREIGN TRADE.

The articles imported from abroad via Basrah are cotton goods, twist, sugar, coffee, gunny bags, spices, silk, and woolen goods, metals, indigo, bestuffs, tea, tobacco, pumps for irrigation, agricultural machinery, and haberdashery. Many of the above-mentioned imports are for Persia, especially cotton goods, sugar, tea, and indigo. Also some of the exports of Bagdad come from Persia, especially carpets and rugs.

There is no specialty in trade. Some important firms carry on business in every kind of article, but the general practice is for each category of firms to limit their business to a certain class of articles.

The main article of import is cotton goods from Manchester, where old and flourishing Bagdad firms have been established for many years. The principal articles of export are wool and liquorice, of which the most important part goes to America.

TERMS OF SALES.

Almost all the business is financed through foreign and local banks. The collection for goods sent to Bagdad is usually effected by drawing a draft upon the merchant with shipping documents attached, to be paid upon arrival of goods at Bagdad. For the collection, against goods exported it is customary to draw a draft at four months, with shipping documents attached, which can be discounted at the local banks.

Sales of goods here are effected through brokers on terms varying from one to six months' time, for which bills are taken with discount at the banks or with twelve money lenders at from 7 to 12 per cent. per annum.

A commercial committee has been formed in Bagdad, composed of two Mohammedans, two Jews, and one Christian, to encourage commerce and advise the military government and the newly-established civil courts in regard to commercial matters for the present functions of the committee are chiefly advisory and nearly all activities are in the hands of the military authorities, it may be said that there is some improvement in business, and limited facilities are now given to imports and dealers in foreign merchandise.

WHAT OF THE FUTURE?

At present it is very difficult to form an estimate of the volume of the trade of Bagdad. Owing to the closing of the roads by the war, the commerce of Bagdad was for a time transferred to Basrah, where all important imports and exports operations were carried on and are still carried on to a great extent. It may be said that Bagdad lost for a while its commercial importance, Persia being supplied through Isfahan from Basrah, Mohammedan, Buchar, and Alhawz on the Persian Gulf, thus depriving Bagdad of the most important part of its trade.

During this period the only business carried on at Bagdad was the import from Basrah of small light articles, which were brought by Basrah firms from India and England for the most pressing needs of the place. Owing to these conditions many of the important Bagdad firms moved to Basrah or established branches there pending future developments.

However, it does not seem at all likely that Bagdad has lost permanently its commercial importance. The view of its situation at the head of navigation on the Tigris and also of the fact that during the war it has become the centre of a railroad system which is certain to become more and more extensive after the war, there can be no doubt that Bagdad will assume a more important role as a commercial and distributing centre than ever before. The commercial prosperity of the city will no doubt be much enhanced by the development of agriculture in this country, which the British authorities are encouraging in every way.

A REPINGTON FORECAST.

Lieut.-Col. Repington had probably never made a more emphatically correct prophecy than the following written late in August.

"If we can scarcely doubt, the Germans for the first time see that the force of war has turned against them; we must expect a mighty effort on their part to save their skins by negotiation in which democratic aspirations will be given a front place in the shop windows. The Devil is ill and the Devil's saint would be the less speaking the better in reply to the Devil's and others. Our guns and rifles are our best spokesmen, and they speak the only language that the German understands. We know our German by this time, and if we are taken in by their peace blarney we shall desert all the misfortunes that will then befall us."

THE NEXT GREAT



HEATHER DAY

ST. ANDREW'S FAIR

November 29th.

ST. ANDREW'S WAR BOND TICKETS

[2639]



PRESIDENT WILSON SAYS:

"And when you give it, give absolutely all that you can spare, and don't consider yourself liberal in the giving. If you give with self-adulation, you are not giving at all, you are giving to your own vanity; but if you give until it hurts, then your heart-blood goes into it."

It has been said that St. Andrew's Society is allocating too much of the War Bond Drawing receipts to War Charities. Just think for a minute of the War and not of the Drawing; think of the tragedy beyond words which is being enacted on the battle front; think of the vast relief organisation and the money that is needed to uphold it and think of your own duty in the matter. No, we are not giving too much; we are not giving enough.

HONGKONG ST. ANDREW'S SOCIETY

WAR BOND DRAWING

31st December, 1918.

TICKETS ON SALE AT ALL BANKS, HOTELS, CLUBS AND STORES.

[2638]

GRIMAULT'S SYRUP

OF

HYPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER. RANEAU PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HANAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be dispatched from this port as usual, taking Passengers, and Cargo for the above Ports. Passengers, accommodation, etc., the connecting vessel, secured before departure from Hongkong. Bulk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Passes will be received at this Office until 5 P.M. the day before sailing. The on tickets and values of all packages are required. For further particulars, sailing date, etc., apply to

P. L. KNIGHT, Acting Superintendent.

CANADIAN PACIFIC

OCEAN SERVICES



PACIFIC SERVICE. CANADA, UNITED STATES AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

SAILINGS ON OR ABOUT

	From HONGKONG	From NAGASAKI	From YOKOHAMA
"MONTEAGLE"	18th Dec.		7th Dec.
"KEY WEST"			
"EMPEROR OF JAPAN"			

Not sailing from Hongkong and Shanghai.

Freight Service only.

Regular Mail, Passenger and Freight Services.

Excellent Accommodation. Moderate Rates.

Dominion Express Company's Travellers' Cheques issued, a safe and convenient way of carrying funds.

For particulars regarding passage from all ports to Vancouver, a connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West Indies, apply to General Agent, Vancouver Dept. P. L. KNOTT, 1100 B. C. STREET, VANCOUVER, B. C.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

VESSELS despatched to the Undermentioned PORTS

LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.

SHANGHAI, MOJI and KOBE

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON and BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to

P. & O. S. N. Co.

P. L. KNOTT, Acting Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

HAIPHONG ... "LOKANG" ... Wed. 14th Nov. 8 a.m.

SHANGHAI via SWATOW ... "TAIRANG" ... Fri. 15th Nov. 8 a.m.

MANILA ... "LOONGSANG" ... Sun. 17th Nov. 2 a.m.

SHANGHAI via NINGPO ... "WINGBANG" ... Fri. 22nd Nov. 3 p.m.

CALCUTTA LINE—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "KWAIBANG" and "VITIM," calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

SINGAPORE LINE—The s.s. "VAN WAERWILCK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for First-class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BRUX, BERS, PORT SAID, CAIRO, HAVANA, BOHAI, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, RAJGOV, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

"TOBYU MARU" For Java via Singapore.

For further particulars apply to—

OHU KYOKU TRADING Co.

M. HASEMOTO.

Telephone No. 2105.

General Agents.

WEATHER REPORT.

November 11th, 8.43.—Warning to Hongkong and Coast Ports:—N.E. gale in Formosa Channel.

November 11th, at 12.13.—No returns from Japan and Vladivostok. Pressure has increased slightly at the majority of reporting stations; the anti-cyclone has extended to the southward. Fresh to strong monsoon winds continue along the China Coast and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.03 inch. Total since January 1st, 95.6 inches, against an average of 81.69 inches.

The forecast for the 24 hours ending at noon today is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	N.E. winds, fresh; fine generally.
Formosa Channel	N.E. gale.
South Coast of China between Hongkong and Lambock	No. 1.
South Coast of China between Hongkong and Hainan	No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 11TH, A.M.

Station.	Hour	Pressure at Sea Level.	Temperature	Humidity	Direction of Wind.	Force.	Weather.
Vladivostok	6 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Kagasaki	—	—	—	—	—	—	—
Kanagawa	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishigaki	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Weihaiwei	6 a. 30.4	33	63	—	SW	4-6	—
Hankow	—	—	—	—	—	—	—
Kiung	—	—	—	—	—	—	—
Changhai	—	—	—	—	—	—	—
Shanghai	30.10	43	70	—	N	1-2	—
Guizhou	30.44	9	71	—	N	2-3	—
Sharp Peak	30.48	63	71	—	N	2-3	—
Amoy	30.30	63	67	—	NW	4-6	—
Swatow	—	—	—	—	—	—	—
Taihu	5 a. 30.7	81	69	—	N	4-6	—
Taihu	30.33	59	—	—	N	4-6	—
Taiwan	30.14	61	—	—	N	4-6	—
Koshu	30.07	72	—	—	NW	10-12	—
Pescadore	30.18	88	—	—	NW	7-9	—
Canton	6 a. 30.30	66	78	—	N	2-3	—
Hongkong	30.30	63	74	—	NW	2-3	—
Gap Rock	30.13	—	—	—	NW	2-3	—
Macao	30.20	69	73	—	N	4-6	—
Wuchow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Fakhoi	—	—	—	—	—	—	—
Phu Lien	7 a. 30.23	61	63	—	NW	4-6	—
Taiwan	—	—	—	—	—	—	—
Cape St. James	30.16	75	—	—	N	2-3	—
Agart	6 a. 30.04	70	94	—	N	0-2	—
Dagupan	—	—	—	—	—	—	—
Manila	29.63	75	79	—	NW	4-6	—
Legaspi	29.89	79	65	—	NW	4-6	—
Tacloban	—	—	—	—	—	—	—
Iloilo	29.83	75	88	—	N	4-6	—
Surigao	29.84	76	98	—	N	0-2	—
Guam	4.20	39.0	—	—	NW	4-6	—
Labuan	6 a. 22.77	78	95	—	SW	5-8	—

T. E. CLAXTON, Director.

1. BAROMETRICAL, reduced to 29 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OR WIND, according to Beaufort Scale.
6. STATE OF SKY, by blue sky, c. detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. passing showers, q. equal, r. rain, s. snow, t. thunder, v. visibility, w. dew wet.
7. RAIN, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 11th

	Previous Day at 3 p.m.	On Date at 8 a.m.	On Date at 3 p.m.
Barometer	30.16	30.23	30.16
Temperature	63	63	71
Humidity	63	63	71
Wind Direction	North	North	SW
Force	—	—	1
Weather	—	—	—
Rain	—	—	—

Highest open-air Temperature on 10th, 69°
Lowest open-air Temperature on 11th, 63°

HONGKONG TIDE TABLE

From 12th to 18th November, 1918

Day of Week	Day of Month	HIGH WATER.			LOW WATER.		
		H.K. Mean Time.	Height.	Height.	H.K. Mean Time.	Height.	Height.
Tues.	12	5.21	5.3	10.18	2.3	—	—
Wed.	13	5.43	5.5	11.8	2.6	—	—
Thurs.	14	5.41	5.6	11.17	2.9	—	—
Fri.	15	5.11	5.3	11.53	2.7	—	—
Sat.	16	5.25	5.1	—	2.3	—	—
Sun.	17	5.25	5.2	—	2.3	—	—
Mon.	18	5.40	5.7	—	2.3	—	—
	19	5.16	5.0	—	2.3	—	—
	20	5.29	5.5	—	2.3	—	—
	21	5.24	5.3	—	2.3	—	—

HONGKONG'S STORM SIGNALS.

A NEW CODE.

New local and non-local storm signals codes were introduced at Hongkong on July 1st, 1917, in place of the old Local Code and the China Coast Code.

The principal change in the Local Code is that the new signals will show the direction from which the gale is expected, whereas the old signals showed the position of the typhoon. The latter will be indicated, as heretofore, by the non-local signals. The new Local Code is given below:—

DAY SIGNALS.

- 1.—Red Cone.—A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
- 2.—Black cone.—Gale expected from the North (N.W. to N.E.).
- 3.—Black cone.—Gale expected from the South (S.E. to S.W.).
- 4.—Black drum.—Gale expected from the East (N.E. to S.E.).
- 5.—Black ball.—Gale expected from the West (N.W. to S.W.).
- 6.—Double cone.—Gale expected to increase.
- 7.—Black cross.—Wind of typhoon force expected, (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the masthead of the storm signal mast, the flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Standard Oil Company at Lai-chi-ko, and the flagstaff near the Field Officer's Quarters at Lyman.

NIGHT SIGNALS. (Lamps).

- 1.—White-white-white.
- 2.—White-green-green.
- 3.—Green-white-white.
- 4.—Green-green-white.
- 5.—White-white-green.
- 6.—Green-green-green.
- 7.—Red-green-red.

The Night Signals will be displayed, at sunset, on the tower of the Railway Station, on H.M.S. "Tamar," and on the Harbour Office flagstaff. They will have the same significance as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

SUPPLEMENTARY WARNING.

When local signals are displayed in the Harbour a Cone will be exhibited at the following stations: Gap Rock, Waglan, Stanley, Aberdeen, San Ki Wan, Sai Kung, Sha Tau Kok and Tai Po, to notify the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from Lighthouses.

The object of the code is to give at least 24 hours' warning of a gale (Force 8 by Beaufort Scale, or 40-45 m.p.h., mean velocity by Dines Anemometer) and also warnings of expected changes in the direction and force of the wind. Owing, however, to the uncertain movements of typhoons, and to insufficient telegraphic observations, it will occasionally happen that signals 2 to 5 may be displayed without a gale occurring at Hongkong, or even Gap Rock, but the reverse is not likely to happen, except in the case of typhoons forming in the vicinity and travelling rapidly towards Hongkong, or of a local typhoon increasing its rate of progression abnormally.

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal.

In the new non-Local Code the approximate velocity of the storm centre will be shown, in addition to its direction of motion, and the position of the centre will be given in degrees of latitude and longitude. The time at which the warning was issued will also be given.

STEAMER MOVEMENT.

The s.s. "China" sailed from Shanghai on November 8th.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Capt. J. Adcock	Mr. J. J. Judah
Mr. D. Abraham	Mr. B. B. van Kester
Mr. & Mrs. E. G. Anderson	Mr. H. T. Kingdley
Mr. N. Bach	Mr. H. Krebs
Mr. & Mrs. G. D. E. Black and son	Mr. N. Kurosky
Mr. J. P. Blandine	Mr. V. H. La'wen
Mr. & Mrs. G. H. M. Bauman	Mr. G. E. Lakin
Mr. J. H. Boring	Capt. P. E. Lamberty
Mr. F. C. Banham	Mr. P. Lamm
Mr. E. R. Bell	Miss H. de Lacey
Mr. Bencher	Mr. & Mrs. C. Langhorne
Mr. B. Bentley	Mr. & Mrs. A. Leach
Mr. J. D. Berrill	Mr. & Mrs. W. S. Leonard
Mr. E. D. Blackburn	Miss H. Little
Mr. & Mrs. A. L. Bonet	Mr. E. Longfield
Mr. W. E. Bowerman	Mr. E. Lorentzen
Capt. & Mrs. Branch	Mr. G. Lott
Mr. Oliver T. Breakpear	Miss Alice Lu
Mr. H. Bridge and child	Mr. H. E. Macdon
Mr. W. G. Brownell	Mr. J. A. MacGill
Mr. Chas. Brown	Dr. G. W. MacKean
Mr. N. Burns	Mr. & Mrs. N. MacIntyre
Mr. & Mrs. R. E. Chambers and 3 children	Mr. & Mrs. Murray
Mr. R. V. Cameron	Mr. & Mrs. W. P. Reason
Mr. & Mrs. E. A. Carvalho	Mr. A. C. Nicolson
Mr. E. Cayron	Mr. Orin and children
Mr. A. Chapman	Mr. Papi
Mr. N. Chen	Mr. S. S. Perry
Mr. & Mrs. J. C. Clark	Capt. M. Picknell
Mr. F. L. Cooke	Mr. E. Rademacher
Dr. & Mrs. H. L. Cumming	Miss F. Ray
Mr. L. R. Davies	Mr. J. E. Reynolds
Mr. P. E. Davis	Mr. D. Ritchie
Mr. A. A. Dickhoff	Mr. N. Ritchie
Mr. A. W. van Dobbin	Mr. W. Robbins
Capt. L. D'Oliviera	Mr. & Mrs. R. Sallo
Mr. E. Finlayson	Mr. L. C. Sargent
Mr. J. Florida	Mr. Schelichovsky
Mr. H. B. Gallop	Mr. H. Sheehan
Mr. E. A. Gander	Miss H. F. Skinner
Mr. H. Goffe	Mr. M. Slat
Mr. G. Goslar	Mr. A. C. Spence
Mr. I. Gray	Mr. V. Stenby
Capt. T. P. Hall	Mr. A. T. Stewart
Mr. & Mrs. W. A. Hannibal	Mr. & Mrs. H. C. Sturtz
Mr. G. Harper	Mr. C. P. Templeton
Capt. H. L. Henderson	Mr. T. E. C. van Theman
Mr. A. Hicks	Mr. G. E. Tobler
Mr. & Mrs. E. Hodges	Mr. P. W. Vermeulen
Mr. & Mrs. S. E. Hodge	Mr. Thos. Vint
Mr. A. Holgerman	Mr. W. Wallace
Mr. A. Shotton Hooper	Mr. D. Williams
Capt. R. Innes	Mr. E. Wendenberg
Mr. & Mrs. M. Joblin	Mr. G. G. Wood
Mr. L. M. Joblin	Mr. & Mrs. B. Wyllie
Mr. S. J. Johnston	
Mr. B. M. Joseph	

PRANK HOTEL.

Mrs Abney	Mrs Macanlay
Mrs D. K. Blair	Mrs Matheson
J. Carter	Mrs Main
Mrs F. W. Cary	Miss Main
Chattle	Madame de Mattos
G. L. Coleman	Mr. J. Finley Miller
Mrs S. G. Coppin	Mr. Moore
Mr. & Mrs. S. Evans, M.B.E.	Mr. Milner-Jones
Mr Fletcher	Mr. L. L. Perkins
Mr. & Mrs. F. Fuller	Mrs Puddicombe
Mr. & Mrs. A. A. Hale	Eng.-Comdr. Reed
Mrs B. Harcourt	Mr & Mrs W. E. Roberts
Mrs H. D. Hinton	Mr F. J. de Roms
Mr. & Mrs. H. D. Hinton	Capt & Mrs Hickard
Mr. & Mrs. H. D. Hinton	Mr. & Mrs. Smith
Mr. & Mrs. H. D. Hinton	Mrs B. D. Tisdall
Mrs. Johnson	Miss Yorrick

INDIAN, AFRICAN LINE

Cargo carried on through "Ruta de Lading from HONGKONG to RHINA DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to RHINA DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing & Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

at Messrs. & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINGAN"	On 12th Nov. Noon.
SHANGHAI	"SUNNING"	On 14th Nov. Noon.
SHANGHAI	"YINGCHOW"	On 16th Nov. 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

TELEPHONE 26

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY, 12th Nov. at 1 P.M.
"HAIYAN"	Capt. A. E. Rodgers	FRIDAY, 15th Nov. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Hsiao Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service! Between
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are "fitted" with all modern conveniences and carry a fully qualified surgeon.

Freight or Passage apply to—

DAVID HASSON & CO., LTD.

Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to COLOMBO	Leave HONG- KONG Noon	Coasting Mail Stn. from COLOMBO	Days MARSH- LES	Days at LONDON
---------------------------	--------------------------------	------------------------------------	-----------------------	----------------------

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS
(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON.
Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
Proposed SAILINGS:

STEAMERS	Leave Hongkong	Leave S'pore	Days at Marseilles	Days at London
	Hours	Hours	(if sailing about)	about
The Intermediate Service is Temporarily Suspended				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Claims are fixed with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Owing to the War in Europe Steamers and Sailing Vessels are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or bills of lading.
Any damaged packages must be reported to the Company's Agents for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted, after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to—

P. L. KNIGHT,
Acting Superintendents.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DISPLACEMENT	SAILING DATE
SHANGHAI KOREA & YOKOHAMA	YOKOHAMA MARU 12,340 tons	16th Nov. 11 A.M.
	TAMBA MARU 12,510 tons	7th Dec. 11 A.M.
NAGASAKI KOREA & YOKOHAMA	NIKKO MARU 9,800 tons	14th Dec. 11 A.M.
SHANGHAI MOJI & KOREA	TENSHO MARU 7,000 tons	15th Nov.
	TAMA MARU 7,000 tons	23rd Nov.
LONDON via LIVERPOOL, SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN		
MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, TOWNSVILLE, BRISBANE & SYDNEY		
NEW YORK via SHANGHAI, KOREA, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG & RANGOON		

Outfitting Shanghai and/or Moji.

Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOREA, YOKOHAMA & YOKOHAMA.
Operated by the magnificent and specially equipped passenger steamers
"FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU"
and "KATORI MARU," each of over 20,000 tons displacement.

Leave HONGKONG:

"SUWA MARU"	Mon., 25th Nov., at 11 A.M.
"FUSHIMI MARU"	Tues., 19th Dec., at 11 A.M.

Omitting Manila destination.

For further information apply to

NIPPON YUSEN KAISHA.

2, MOJI, Manager.

Telephone 242 and 243

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,
FAST AND LUXURIOUS MAIL STEAMERS.

(Sailings from Hongkong—Subject to Change Without Notice.)

Steamers	Tons	Leave Hongkong
SIBERIA MARU	20,000	SAT., 16th Nov. Noon.
TENYO MARU	20,000	TUES., 26th Nov.
SHINTO MARU	20,000	WED., 18th Dec.
KOREA MARU	20,000	17th Jan. 1919.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARIQUA
INTERCOURSE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
----------	------	----------------

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, Ltd., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONES 2374 and 2375.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI
SERVICE TO AND FROM EUROPE.

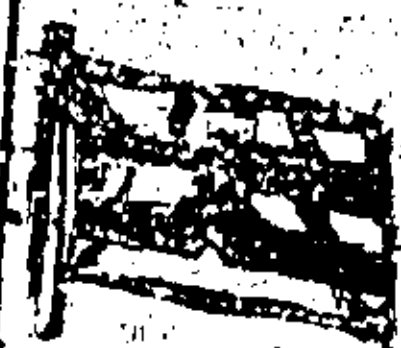
Ports of call: Shanghai, Hongkong, Haiphong, Saigon, Singapore,
Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

TELEPHONE 740.

F. RADAMELLE,
Agent,
Queen's Building.



O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GENOA	Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
MARSEILLES	Monthly direct service via Singapore and Port Said.
BUENOS AIRES, RIO DE JANEIRO, SANTOS	Monthly direct service via Singapore, MAURITIUS, DURBAN and CAPE TOWN.
BOMBAY, COLOMBO	Regular fortnightly service via Singapore.
BATAVIA, SOERABAYA, SAMARANG	Monthly direct service.
"TAMON MARU" No. 12.	SATURDAY, 3rd Nov. at Noon.
SYDNEY, MELBOURNE	Monthly service calling at AUCKLAND, N.Z., ADELAIDE.
VICTORIA, VANCOUVER, SEATTLE, TACOMA	Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago, Milwaukee and St. Paul Railway.
"AFRICA MARU"	TUESDAY, 26th Nov. at 3 P.M.
KEELUNG, TAKAO, VIA SWATOW, AMOY	These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"ROSHU MARU" THURSDAY, 21st Nov. at 8 A.M.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" TUESDAY, 12th Nov. at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS AND HONOLULU.
"NANKING" Jan. 9th, 1919.
"CHINA" November 21st.

An unsurpassed high-class passenger service.

O. S. K. YAMASAKI, Manager and Passenger Agent,
1st Floor, Queen's Building, Tel. 740.

POST OFFICE NOTICE.

Telegraphic communication with Waglan Lighthouse is interrupted since 10.05 yesterday.

INWARD MAILS.

FROM	PER	DATE
BOMBAY, CEYLON AND STRAITS...	Dunera	17th. Nov.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

FOR	PER	DATE
Swatow, Amoy, & Formosa via Keelung	Amakura Maru	Tuesday, 12th, 9.00 A.M.
Fort Bayard	Wu Sun	Tuesday, 12th, 9.00 A.M.
Shanghai and North China	Shan	Tuesday, 12th, 11.00 A.M.
Swatow, Amoy and Foochow	Hai Hong	Tuesday, 12th, 1.00 P.M.
Fort Bayard	Shan Cheong	Tuesday, 12th, 6.00 P.M.
Haiphong	Lokang	Tuesday, 12th, 5.00 P.M.
Philippine Islands, *Straits, and *Europe via Suez	Euryates	Wednesday, 13th, 5.00 P.M.
*Shanghai and *North China	Santor	Wednesday, 13th, 5.00 P.M.
Straits, Bangkok, South Africa, Cape Town and *Europe via Cape, Buenos Aires, Santos and Rio de Janeiro	Tungshing	Wednesday, 13th, 5.00 P.M.
Haiphong	Sanxing	Thursday, 14th, 10.00 A.M.
*Shanghai and *North China	Siberia Maru	Thursday, 14th, 9.45 A.M. Registration 10.30 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE via SAN FRANCISCO	Taiyang	Friday, 15th, 1.00 P.M.
*Swatow, *Shanghai and *North China	Loongang	Friday, 15th, 2.00 P.M.
Swatow, Amoy and Foochow	Vondel	Saturday, 16th, 9.45 A.M. Registration 10.30 A.M.
Philippine Islands	Fingchow	Saturday, 16th, 2.00 P.M.
Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and Europe via San Francisco	Wingsang	Saturday, 16th, 5.00 P.M.
Shanghai and North China		
Ningpo, *Shanghai and *North China		

* Superscribed correspondence only.

LOCAL AND REGULAR MAILS-OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	Noon	11.00 A.M.
Tai Po	10.00 A.M.	10.00 A.M.
Cheung Chow	7.30 A.M. 4.30 P.M.	11.00 A.M.
Shatankok, Shatin, Sheungshui, Antau, Hing Shan and San Tin	4.00 P.M.	11.00 A.M.
Aberdeen, Sai Kung and Stanley	4.30 P.M.	11.00 A.M.
Canton and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Wuchow	4.00 P.M.	4.00 P.M.
Macao	1.75 A.M. 1.30 P.M. 8.00 P.M.	9.00 A.M.
Kongmoon	8.00 P.M.	5.00 P.M.
Namtau and Sammei	Except Saturdays 6.00 P.M.	5.00 P.M.
Shamshun	10.00 A.M. 4.00 P.M.	10.00 A.M.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAY
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.	7.30 A.M. 1.30 P.M.
Canton and Samshui	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shak Ki	8.00 P.M.	8.00 P.M.	8.00 P.M.
Kohmoon	8.00 P.M.	8.00 P.M.	8.00 P.M.
Kapong	8.00 P.M.	8.00 P.M.	8.00 P.M.
Wuchow	Except Saturday 4.00 P.M.	4.00 P.M.	4.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000
Reserve Fund £2,000,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING
Manager

Hongkong, Nov 12th, 1917.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

N. J. STARR,
Chief Manager.

Hongkong, November 2nd 1914.

COMMERCIAL.

OPENING QUOTATIONS.

November 11th	
ON LONDON.—	
Telegraphic Transfer	3/24
Bank Bills, on demand	3/24
Bank Bills, at 30 days' sight	3/24
Bank Bills, at 6 months' sight	3/24
Credits, at 4 months' sight	3/24
Documentary Bills, at 4 months' sight	3/24
ON HANKOW.—	
Bank Bills, on demand	410
Credits, at 4 months' sight	435
ON NEW YORK.—	
Bank Bills, on demand	753
Credits, at 60 days' sight	—
ON BOMBAY.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
ON YOKOHAMA.—	
On demand—Pace	1281
ON MANILA.—	
On demand—Pace	1281
ON SINGAPORE.—	
On demand	1373
ON RARAVIA.—	
On demand	1174
ON HAIPEKING.—	
On demand	1174
ON SINGAPORE.—	
On demand	1174
SOVEREIGN, Bank's Buying Rate	\$ 6.15 p.
GOLD LEAF, 100 fine, per tola	\$44.60
SILVER, per tola	40d.

FORTHCOMING EVENTS.

Thursday, 28th Nov.—
3 p.m.—Auction of Valuable Leasehold Property at Auction Rooms, by Messrs. Hughes & Hough.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE,
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch Play of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REINER.

Its description of Chinese Social conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for Customs and Superintendents, combined with the insight it gives into political presentation to friends at home.

PRICE \$3.50.

To be obtained from Messrs. KELLY & WILSON, Ltd., Messrs. BREWSTER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

BROSSARD & MOPIN,

CIVIL ENGINEERS. Telephone Address 1588.
KING'S BUILDINGS HONGKONG.

REINFORCED CONCRETE SPECIALISTS.

Agencies:—SAIGON, SINGAPORE, PEKING AND TIENTSIN.

REINFORCED CONCRETE IS ABSOLUTELY FIRE-PROOF AND OFFERS SUBSTANTIAL RESISTANCE TO EARTHQUAKE SHOCK.

Estimates on Application to the above or to the Agents.

WM. C. JACK & CO., LTD..

14, DES VŒUX ROAD CENTRAL, HONGKONG

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital Frs. 40,000,000

Reserves " 50,000,000

BRANCHES AND AGENCIES.

Bangkok Hongkong Saigon
Batavia Mongtze Shanghai
Canton Nankin Singapore
Djibouti Peking Tientsin
Haiphong Pondichery
Hankow

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE,
Acting Manager.

Hongkong, October 21st, 1918. (2568)

BANQUE INDUSTRIELLE DE CHINE.

SUBSCRIBED CAPITAL FRANCES 45,000,000

PAID UP " 23,500,000

(1/3 of the Capital, i.e., FRANCES 15,000,000 subscribed by the Government of the Chinese Republic.)

Chairman of the Board: Andre Berthelot

General Manager: A. J. Fernette

HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

BRANCHES:

Peking

Shanghai

Tientsin

Hankow

Yunnan

BANKERS:

IN FRANCE: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

IN LONDON: London County Westminster & Parr's Bank, Ltd.

IN NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: (CHIRANKIND).

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. BOUET DE JOURNEL,
Manager.

HONGKONG BRANCH,
Queen's Building,
5, Charter Road. Tel. 3440.
Hongkong September 20th, 1918. 1147

BANKS

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GIRO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed Yen 20,000,000

Capital (Paid-up) " 2,000,000

Reserve Funds " 5,680,000

HEAD OFFICE:

TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka.

FORMOSA—Tainan, Keelung, Keelung, Pusan, Shimonoseki, Makung, Tientsin, Tainan, Takow, Tamsui, Tolyuen, Aik.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Singapore, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

CAPITAL AND COUNTRIES BANK, LONDON AND SOUTH-WESTERN BANK, PARIS'S BANK.

The Bank has Correspondents in the Commercial Centres in European Continent, Russia, Manchuria, Tientsin, Chosen, Japan, Indo-China, Siam, India, Philippines Islands, Java, and other Dutch India, Australia, America, Africa, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKIHI YANAGITA,
Manager.

HONGKONG BRANCH,
2, Des Vœux Road.
Hongkong, August 30th, 1918. (800)

THE BANK OF CHINA

GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 10TH APRIL, 1912.)

Authorized Capital \$60,000,000

Paid-up Capital " \$10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: Nanking, Chinkiang, Yangchow, Wusih, Wuhu, Anshing, Taiyang, Tientsin, Soochow, Hankow, Shashi, Ichang, Nanchang, Tientsin, Peking, Tongshan, Luanshan, Tsinghsien, Hsingtai, Hangchow, Weichow, Shantow, Chiahai, Lanchi, Huchow, Ningpo, Kaitung, Changteh, Shinyang, Looh, Chowkei, Tientsin, Chortan, Tientsin, Linch, Lintung, Tientsin, Yinhai, Haining, Chetoo, Tientsin, Tientsin, Yuncheng, Foochow, CHANGCHUN: Kirin, Moukden, Newchwang, Dalren, Harbin, Tientsin, Tientsin, Chinchow, Antung, Canton, Kuryang, Peking, Keelung, Suifu, etc., etc.

CANTON BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, October 12th, 1914. 1168

Printed and Published by HENRY ADOLPHUS CHAMPKIN, for THE HONGKONG DAILY PRESS, LTD., at 104, Des Vœux Road Central, Victoria, Hongkong.

4th Office: 131, Fleet Street, E.C.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

Reserve Funds: Sterling \$1,500,000, at 2/6—\$15,000,000

Silver " \$19,500,000

Reserve Liability of Proprietors \$15,000,000

Court of Directors:

Hon. Mr. P. H. HOLYOAK—Chairman.

G. T. M. ECKING, Esq.—Deputy Chairman.

A. H. Compton, Esq., Hon. Mr. D. Landale

Hon. Mr. S. H. Loddwell, P. V. D. Parr, Esq.

C. S. Gubbay, Esq., W. L. Pattenden, Esq.

J. A. Plummer, Esq.

Chief Manager:

Hongkong—N. J. STARR, Esq.

Manager:

Shanghai—A. C. STEPHEN, Esq.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.

" 6 " 3 " " " "

" 12 " 4 " " " "

" N. J. STARR, Chief Manager

Hongkong, October 16th, 1918.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

Authorized Capital £1,500,000

Subscribed " 1,125,000

Paid-up " 582,500

Reserve Fund " 600,000

BANKERS:

THE BANK OF ENGLAND.

THE LONDON JOINT STOCK BANK, LIMITED.

Branches:

Bombay, Calcutta, Hongkong, Kots Bharu, Rangoon, Colombo, Howrah, Kuala Lumpur, Shanghai, Delhi, Madras, Singapore, Port Louis (Mauritius).

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

No. 7, Queen's Road Central, Hongkong, May 28th, 1916. (987)